

# The Hongkong Telegraph

(ESTABLISHED 1881.)

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April 17 1915, Temperature 6 a.m. 76 2 p.m. 89 Humidity 89

April 17, 1914

Temperature 6 a.m. 66 8 p.m. 64 Humidity 83 89

WEATHER FORECAST  
OVERCAST  
Barometer 29.85

24 88 日四初月春

SATURDAY, APRIL 17, 1915.

大英一千九百一十五年四月十七日

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## TO-DAY'S LATEST WAR TELEGRAMS.

### GERMAN AEROPLANE VISITS SHEERNESS.

CHASED, AFTER BEING HIT.

Bombs Dropped Elsewhere, But Do Damage Done.

ANOTHER AIRSHIP BROUGHT DOWN IN BELGIUM.

[Reuter's Service to The "Telegraph."]

Zeppelins Fly Over Dutch Islands.

April 16, 3.50 p.m.

Three Zeppelins were sighted whilst flying over some islands off the Dutch coast, returning from the direction of England. One flew straight over Nisland and was fired on, but was not hit.

Another Raid on England.

April 16, 3.50 p.m.

A German aeroplane visited Kent this afternoon, dropping bombs near Herne Bay, Faversham and Sittingbourne.

The Taube Hit.

Later.

The Taube, after leaving Sittingbourne, proceeded to Netherwood, and dropped no bombs. She was received by anti-aircraft guns and is believed to have been hit, as she was seen to dip, but she ascended, and flew with great speed across Sheppey towards the sea. British aeroplanes ascended in pursuit. The bombs did no damage.

Mr. Fisher's Advice.

April 16, 3.55 p.m.

In the House of Representatives at Melbourne, Mr. Fisher, the Premier, welcomed Mr. Lewis Harcourt's announcement that the dominions will be consulted when peace is restored. Mr. Fisher added: "Nevertheless my advice is, don't wait till then if a meeting is possible."

General Smuts Takes Charge.

April 16, 3.50 p.m.

A message from Capetown states:—The Hon. Mr. J. C. Smuts, C. M., Minister of Finance and Minister of Defence, has taken the old direction of the combined operations of the central, southern and eastern forces in German South-west Africa, with the rank of Major-General.

German Aeroplane Brought Down.

April 16, 4.30 p.m.

A Paris communique states:—Everything quiet. Our artillery hit a German aeroplane, which fell opposite the British lines at Ypres.

[In the event of telegrams arriving too late for insertion on this page they will be found on the Extra.]

EARLIER TELEGRAMS.

Zeppelins Cause No Panic.

April 16, 4.45 p.m.

All reports pay tribute to the exemplary behaviour of the people during the Zeppelin raid in Northumberland. There was no trace of fear or panic, and precautions were taken quietly, speedily and successfully.

The latest estimates of the damage are trifling, and confirm the report that none were killed and none seriously hurt.

The bombs used were mostly incendiary ones, 18 inches long. The appearance of the Zeppelin proved a great attraction to a meeting at Blyth, where a clergyman was speaking when the ship was observed and turned the incident to good account.

## WAR TELEGRAMS.

Germans Seize Dutch Trawlers.

April 15, 4.45 p.m.

Reuter's correspondent at Amsterdam reports that the Germans have seized four Dutch trawlers and taken them to Cuxhaven.

Zeppelin in Distress.

April 15, 4.45 p.m.

A Zeppelin descended on trees at Aalterburg, and many of the crew have been killed by gunfire.

"G.O.M.'s" Grandson Killed.

April 15, 7.35 p.m.

Mr. William Glynn Charles Gladstone, Liberal M. P. for Kilmarnock Burghs, has been killed in action. [Deceased, who was a grandson of the late Mr. W. E. Gladstone, was only 20 years of age. He had represented Kilmarnock since 1911.]

Small British Steamer Torpedoed.

April 15, 7.35 p.m.

The British steamer Ptarmigan has been torpedoed off the Dutch coast.

Eleven out of the crew of 22 were saved.

[The Ptarmigan was an iron and steel screw three-masted steamer of 780 tons, built in 1891 by Gourlay Bros. & Co., Dundee, for the General Steam Navigation Co., Ltd. Her port of registry was London.]

Italy and the Balkans.

April 15, 7.50 p.m.

Reuter's correspondent in Paris states that the successes of the Allies have produced a profoundly interesting situation in Italy and the Balkans.

It is believed that great decisions are now being taken there, especially in Italy, Greece and Roumania.

It is noteworthy that at a presentation to M. Venizelos, ex-Premier of Greece, in Athens Town Hall, the ex-Premier unexpectedly announced that his retirement from politics is merely temporary.

Political circles in Sofia are also talking of a Serbo-Bulgarian agreement, especially regarding Macedonia, through the mediation of the Entente Powers.

April 16, 5.50 a.m.

The Times correspondent at Athens states that M. Venizelos is going to Egypt and then to Switzerland, where he will stay till the end of the war.

Wheat Arrangements.

April 15, 7.50 p.m.

It is rumoured that the Indian and Home Governments have decided to allow their wheat agents to finance themselves. This would bring a fair amount of Eastern bills into the money market, to its satisfaction.

Dutch Steamer Torpedoed.

April 15, 8.10 p.m.

A report from Amsterdam states that a German submarine torpedoed and sank the Dutch steamer Katwijk near the Noorderlicht lighthouse.

The crew were saved.

The vessel was laden with American grain consigned to the Dutch Government.

Dutch Indignation.

April 15, 11.5 p.m.

The steamer Katwijk was torpedoed without notice. She was anchored at the time and sank in fifteen minutes. The crew only reached the lighthouse in an exhausted condition after rowing all night.

Following the sinking of the Dutch steamer Medea and other incidents, and to-day's news of the seizure of Dutch trawlers, the affair has created the greatest excitement and indignation in Holland. Confidence is everywhere expressed that the Government will demand full redress from Germany.

Articles appearing in the newspapers are remarkably strong in tone.

The Telegraaf states:—"The most perfunctory examination must have shown the truly neutral character of the vessel and we must expect that Germany will immediately be made responsible for this severe violation of the rights of neutral Powers. A Dutch ship, chartered by the Dutch Government, has been torpedoed off the Dutch coast by a State pretending to maintain friendly relations with the Netherlands. How many more similar proofs of friendship must we receive before we declare that we would prefer open enmity?"

The Maas Bode says:—"It is now no longer possible to regard the action of German submarines as regrettable mistakes."

The Rotterdamse Courant says:—"The torpedoing of the Katwijk is the most serious submarine incident of the war. There was no doubt as to the destination of her cargo."

British Officers Honoured.

April 15, 11.25 p.m.

The London Gazette announces the award of nine Distinguished Service Orders, including the name of Lieut. G. A. Cammell, of the Artillery, for conspicuous gallantry in leading detachments of the Gurkhas when he saw that they had lost their British officers.

Twelve Military Crosses are awarded, including one to Subadar Parbat Chaud for leading the regiment of the 59th Sindia Rifles when their European officers had fallen.

The Cross of the Legion of Honour has been awarded to G. Foulkes and P. A. Olive.

Brigadier-General H. Velock Hudson has been promoted to the rank of Major-General for distinguished service on the field.

## WAR TELEGRAMS.

A Brilliant Success.

April 16, 1.40 a.m.

A Paris evening communique states:—We gained a brilliant success north of Arras, completing that registered last month.

The whole spur south-east of Notre Dame de Lorette was captured at the point of the bayonet; 180 prisoners, several officers, three trench mortars, and two mitrailleuses were taken.

There were three German counter-attacks in Les Eparges, Argonne, on Wednesday night with the object of re-capturing the eastern salient. They were repulsed with heavy loss.

French Reprisals.

As a reprisal for the Zeppelin attack on Nancy, our aeroplanes dropped five bombs on the Imperial headquarters at Mezieres and Charleville, and fifteen aeroplanes bombed Ostend.

Another Zeppelin Raid.

April 16, 4.10 a.m.

Two Zeppelins at 12.20 this morning dropped four bombs on Maldon, in Essex, no damage resulting. They also bombed Heybridge Basin, where some premises were set on fire. The Zeppelins came up the river Blackwater.

April 16, 4.25 a.m.

At 1.15 a.m. a Zeppelin dropped bombs in the vicinity of Lowestoft. A big blaze was noticed at two mile distance, but the damage is unknown. Anti-aircraft guns were heard at Gravesend at 1.30, it is believed from Sheerness.

Slight Damage.

April 16, 6.5 a.m.

There are no details to hand of the Maldon raid. The inhabitants of Lowestoft were warned by a siren at one o'clock in the morning of the approach of a Zeppelin, and immediately three explosions were heard. A timberyard is blazing but this is apparently the only damage.

A woman was slightly injured and three horses were killed in a stable.

Six bombs were dropped at Southwold before Lowestoft was visited.

The Zeppelin departed seaward.

Berlin's Report.

April 16, 5.50 a.m.

A Berlin official communique states that a Zeppelin attacked the mouth of the Tyne on the evening of the 14th and returned safely.

A Terrible Battle.

April 16, 5.5 a.m.

Reuter's Paris correspondent says the capture of Les Eparges, on the 9th inst. was more important even than that of Hartmannsweilerkopf, in view of the numbers engaged, the strength of the defences and the desperation of the resistance.

Les Eparges is a ridge fourteen hundred metres long and 345 metres high, dominating the heights of the Meuse and the immense Woivre plain. Its slopes are steep and slippery and intersected with numerous springs, while the constant rains had made it a mountain of mud.

The Germans, after seizing it on the 21st of September last, formidably organised the summit commanding the French lines and constructed numerous tiers of trenches.

Three French attacks during February and March resulted in an advance of 353 yards.

The decisive effort began on the afternoon of the 5th inst. Rain was falling and as the infantry advanced under fire they were hardly able to lift their feet, the mud being up to their thighs. By evening, after violent fighting at close quarters, the French captured an important part of the German trenches. The Germans, strongly reinforced, counter-attacked next morning.

There were continual attacks and counter-attacks for the next three days, culminating in a great charge by three French regiments, whose rifles were clogged with mud and who were therefore armed with the bayonet only.

The nature of the ground can be imagined from the fact that it took fourteen hours to bring up one French relieving regiment. A hurricane of wind and rain was raging and men disappeared in deep holes with which the ground was honey-combed and were drowned in mud.

Orders found on captured German officers showed that the defenders were instructed to fight to the last. Machine gun detachments were chained to their guns to prevent them from fleeing.

Submarine Menace Weakening.

April 16, 5.50 a.m.

The Admiralty announces that two British vessels were sunk by German torpedoes during the week ending the 14th inst., while 1,432 vessels arrived and sailed during the period.

An Apology to Chili.

April 16, 5.50 a.m.

Great Britain has sent a reply to the friendly protest from the Government of Chili regarding the sinking of the German cruiser Dresden in Quilman waters.

Sir Edward Grey has apologised to Chili, but points out that the Dresden had not accepted internment in Chili and her colours were still flying.

## TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

The French have gained a brilliant success north of Arras. Zeppelins have appeared over Essex, but have done little damage.

A thrilling story of the capture of Les Eparges is given in a telegram.

The latest Paris communique states that everything is quiet at the front.

French artillery hit a German aeroplane, which fell opposite the British lines at Ypres.

Mr. W. G. O. Gladstone, M.P., a grandson of "the Grand Old Man," has been killed in action.

A German Taube which appeared over Sheerness is believed to have been hit by anti-aircraft guns.

Three Zeppelins have been sighted off the Dutch coast, returning from the direction of England.

A German aeroplane has visited Kent, and dropped bombs at several places, but no damage was done.

In view of the Allies' successes it is believed that great decisions are now being taken in Italy and the Balkans.

Mr. Fisher welcomes Mr. Harcourt's announcement regarding consultation with the Dominions regarding terms of peace.

Great indignation is expressed in Holland over the sinking of a Dutch ship and the capture of Dutch trawlers by the Germans.

The Hon. J. C. Smuts, Minister of Defence, has taken command of the operations of the Central, Southern and Eastern forces in German South-West Africa.

## NEWS.

Further Notes on the Crisis. appear on page 4.

Sir Charles Eliot's war lecture is reported elsewhere.

The Langkat output up to yesterday is given elsewhere.

An interesting review of the war operations appears on the Extra.

The death was occurred at Home of Bandmaster Roberts, of the D.C.L.I.

General news and an article headed "Interested Germans" appear on page 3.

Hongkong Twenty-five Years Ago appears under the heading "1890" on page 4.

"Our Contemporaries" appears on page 2, Commercial News on page 9, and Log-Book on page 6.

## DON'T FORGET.

### TO-DAY.

Bijou Theatre—9.15 p.m.

Victoria Theatre—9.15 p.m.

Messrs. Charles Howitt and A. Phillips at the Theatre Royal—

"What the Butler Saw"—9.15 p.m.

### TO-MORROW.

Bijou Theatre—9.15 p.m.

Victoria Theatre—9.15 p.m.

Monday, April 19.

H.K. School's Sports—Happy Valley—noon.

Tuesday, April 20.

Toscanini Rubber Co., Ltd.;

General Meeting—noon.

Friday, April 23.

Union Insurance Society of

Canton Ltd.—annual general

meeting—noon.

China Traders Insurance Co.,

Ltd.—12.15 p.m.

Saturday, April 24.

H.K. Jockey Club Half Yearly

meeting—12.30 p.m.



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Hongkong, June 11th, 1913.

## LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to No. 14, Graham Street, 1st floor, Hongkong, 29th Jan., 1912.

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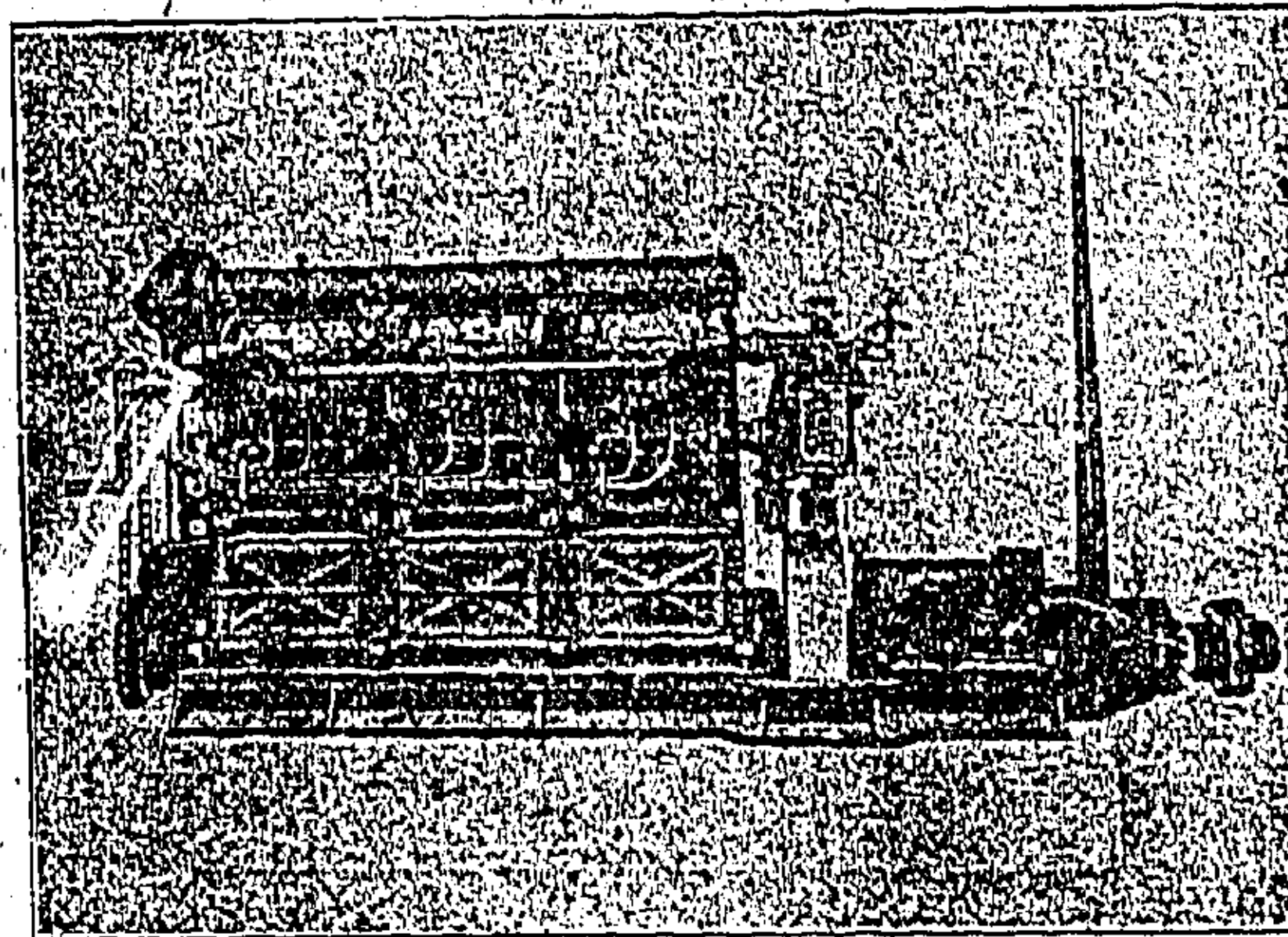
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## OUR CONTEMPORARIES.

South China Morning Post.

"Hysteria."

News from German sources is notoriously unreliable, and there may be no foundation for an allegation published in a leading London paper and issued by a German agency that Mr. Ramsay MacDonald has described the evidence of the witnesses given before the Belgian and French investigation committees as hysterical. If this is true it means that Mr. MacDonald is of the opinion either that no outrages have been perpetrated by the German troops or that they have been greatly exaggerated. What is noteworthy is that the labour leader appears to have offered no denial of the statement, and the natural assumption is that he is prepared to father it if he did not actually make it. The policy of the British Government has always been to let agitators agitate and to interfere with them as little as possible, presumably on the ground that if their particular form of hysteria found vent in talk it would not take the more violent form which is commonly in evidence in other countries; and that policy has all along proved a wise one.

Daily Press.

The Press Censorship.

Every system, of course, has its drawbacks, and we can only hope that the benefits derived from the Censorship have more than counter-balanced the disadvantages traceable to it. So long as it is conducted with reason there will be few, if any, begrudged sacrifices which it entails. There is always a danger, however, that powers such as this possess may by degrees become strained and abused if care is not taken to prevent encroachment upon public rights. For this reason we welcome the many signs that the House of Commons is keeping a vigilant eye upon Sir Stanley Buckmaster and those whom he represents. Any attempt to suppress criticism, it has been clearly shown, will not be tolerated, and once again the Chief of the Bureau has found it necessary to radiate "in the strongest language any suggestion that the Press Bureau was, or could be used for the purpose of doing anything so base and discreditable as shielding members of the Government from public criticism."

China Mail.

War-Prophecies Put to Proof.

All sorts of settlements of the war, we read in the *Literary Digest*, have been supplied by prophecy, and no doubt many anxious souls pin their faith to these in place of more definite assurances. Prophecy began its work at the very outset, and wide spread currency was given to the prognostications of the late Count Tolstoy. The genuineness of these has been impugned by the Tolstoy family, it must be said, though these reputations have received much less attention than the original provision. There is also a German prophecy that doubtless has been shelved because it wasn't fulfilled. This one, discovered in an old family Bible in the Fatherland, foretold a world-war in 1914, and declared it would be won in December by a ruler who mounted his horse on the wrong side. The Kaiser's well known physical disability makes him observe this variation from the usual custom; but the time has passed for him to fulfil, in other terms of the prophecy, a writer in *Ueber Land und Meer* (Berlin) reminds us rather ironically that any one who has followed the history of "superstition and stupidity" must recall that nothing has ever happened in this world, from wars and revolutions to earthquakes and comets, without having been duly announced beforehand.

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## GENERAL NEWS.

**Old Cricketer's Death.**  
Mr. Charles Frederick Daft, the senior member of a great cricketing family, who formerly played for Nottingham and with George Parr's All England Eleven, died at Nottingham on Wednesday, aged eighty-four.

**Saw 70 Deftys.**  
Mr. James Chuter, of Epsem, who held the record of forty years' service in the Epsem Board of Guardians, died on March 7 last, aged ninety-two. Mr. Chuter was a great huntsman and had seen seventy Deftys run.

**Nelson's Grog Jug.**  
A Nelson relic of great interest is to be included in the forthcoming sale at Christie's in aid of the British Red Cross Society and the Order of St. John. Among the people who are giving their treasures is Lord D'Abernon, who has presented the jug from which Nelson was served with grog; it bears the hall-mark of Trafalgar year.

**£100,000 For Charity.**  
Mr. Edward Wright, 41, Clarendon-square, Leamington, Warwickshire, solicitor, formerly of the firm of Messrs. Wallington and Wright, afterwards Messrs. Wright, Hasall & Co., aged eighty-five, has left estate valued at £141,249. Of the property over £100,000 is to be divided equally between: The Warneford and South Warwickshire Hospital; The Ellen Bidger Cottage Hospital, Shipston-on-Strour; The Solicitors Benevolent Institution; The Royal National Lifeboat Institution.

**The Rockefeller Foundation in China.**  
New York, March 7.—The Rockefeller Foundation announced to-night that it had decided to undertake a comprehensive plan for the improvement of medical and hospital conditions in China. The Foundation has established a special organization, to be known as "The China Medical Board of the Rockefeller Foundation," and plans as the first step the development in China of medical education. This will include aid for the two or more medical schools; the strengthening of the staffs of the mission and other hospitals; assistance in the establishment of two tuberculosis hospitals; and the establishment of six \$1000 scholarships to enable Chinese graduates in medicine to prosecute studies abroad, and of five scholarships to enable Chinese nurses to obtain training in this country. The action taken was based upon a report of its special commission, which last year made a study of the public health and medical practice in China.

**Illlicit Tin Mining in the F.M.S.**  
Mr. A. S. Mitchell, of the Forest Department, Ulu Langat, carried out a most successful raid upon illicit tin-miners in the Gunung Ulu Malam Forest Reserve on March 30. Starting out at four o'clock in the morning with the Pengulu of Ulu Langat and some 10 Ma's, the 14th mile was soon left behind. About 10 a.m. the 20th mile on the Gunung Ulu Malam road was reached and the party then struck into the jungle. After proceeding for about a mile, some 50 Chinese were discovered engaged in mining operations. They were surrounded but a fierce fight ensued and only 14 were eventually captured. In the struggle one of the Malays was badly cut with a parang. The illicit tin-miners were duly taken before the nearest Magistrate and fined in sums amounting to \$1,300 in all.

**Compulsory Service in India.**  
A letter dated March 23 has been de-patched to the Burma Government from the Rangoon Trades Association supporting the memorial of the Burma Chamber of Commerce on the subject of compulsory military service in India. The association entirely endorses the necessity of some form of compulsory military service being introduced. The association consider there are various points which should be given fullest consideration. In place of the term volunteering, it is suggested either territorial or civil guards be substituted. In the event of Europeans accepting the burden of compulsory military service, it must also be extended to the domiciled Anglo Indian community. The association is also strongly of opinion that the corps should be officered by regular officers.

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## INTERNED GERMAN.

How We Treat Them and what They Say.

Just now there is a good deal of justifiable indignation at the treatment of prisoners, both military and civil, in Germany, says the *Globe* and everyone is naturally asking how it comes about that while our enemies display the greatest harshness towards the men who have fallen into their hands, we are so tender towards the Germans over whom either as prisoners of war or for greater safety we are keeping watch and ward. With these quite inevitable queries I have for the moment nothing to do. My object is to describe what I recently saw of the treatment of civilian Germans, or perhaps I should say alien enemies in civil life, who have been rounded up by the military authorities. And here let me say, from intimate acquaintance with the methods of the War Office, that Mr. McKenna and all his dilatoriness has long since been outwitted by the very effective methods of the men who are responsible to Lord Kitchener.

When the story of the alien peril comes to be told, not by special pleaders in the House of Commons, but by those who know the facts and will have no further motive for concealing them, it will be found that the public, for some months past have had good reason for adopting the Fishers' advice to "sleep comfortably in their beds." If the alien danger has now been scotched, it is due not to the Home Office, which has fooled and temporized with the peril, but to the military authorities, who, determined to stand no nonsense, took the matter into their own hands.

But to my visit. I was able to see how Germans were being treated in a closed juvenile factory "somewhere in the East End," and really I wish it could be arranged that some highly-placed German, short of the Kaiser, could have safe conduct to this country to see for himself how his compatriots are treated. I do not suggest that they are living in luxury. This juvenile factory is in a Dominion Hall, but it is a remarkably cheery place, well warmed—I dare not say how many tons of coal are used daily in keeping the steam radiators going—well appointed, with good beds, good heating, and what is more, good entertainment. As to the appointments let me mention one item. This juvenile factory in its great broad warehouses, or whatever they are called, furnishes sleeping accommodation for some 700 Germans. They have had specially fitted up for them at the nation's expense a dozen splendidly appointed hot baths and half a dozen shower baths! But that is not all. They have been allowed to construct a quite admirable gymnasium, and they have an excellent improvised theatre. The cooking arrangements, under a chef who was until recently the manager of one of the best known West End restaurants, leave nothing to be desired; the food is good and ample. There

is an infirmary, with a staff of doctors and male nurses, there is, too, a lock up for refractory prisoners, and when I was there a man was trying the effect of hunger striking.

When you have got over the idea (and it occurred even to me who am an advocate for internment every German rather than that we should run the risk of a single man acting to our harm) that these unfortunate fellows are hardly circumscribed by being interned at all, there can be nothing but admiration for the way they are treated. They have the newspapers, they have their letters; they are allowed to see visitors daily under supervision. Nothing in reason is denied them but their liberty. They have chosen their own mess presidents or superintendents, who are responsible for the good order of everything—men who realize their responsibilities and who carry them out loyally and well.

The place is in charge of a Colonel and a staff. The offices of the disused jute factory—breweries I am told are no good for this purpose, they are too open and draughty—are used for the sleeping and messing of the officers. They have fitted up an ingenious kitchen and their mess-room is comfortable if a trifle leaky. There is a good deal of glass roofing and that means a constant battle of ingenuity to stop the dripping when there is rain. But the prisoners' quarters have been more or less effectively "oiled," and in their washing places with I should think, a hundred basins and taps, and their sleeping berths, there are practically no leaks.

Without giving away any secrets—and the Colonel would never recognize the visitor to whom he was so courteous even if I did—I may say that now and then a prisoner shows his teeth, but when he does that the sternest discipline is enforced. I do not mean that any harshness is employed: I mean that the Colonel stands no nonsense. I happened to be there when the Colonel was making his daily inspection. It was an interesting experience to note the care he took to see that everything was all right, and his attention to the smallest detail—even to an order card set a little bit askew on the wall. And he passed through the great shed in which the beds with their brown coverlets were all neatly arranged, he greeted the German overseers with a cheery "Good morning," and he had the same greeting for the 800 odd men congregated in the open ground guarded by wire entanglements.

It is a rule that when the Colonel passes all shall raise their hats—a salutary rule surely, emphasizing the respect due to the officer in charge of the encampment. Suddenly the Colonel halted, raised his stick and pointed to several men who with hands in pockets stood in a state of sullen refusal to conform to the rule. A non-com. approached them, spoke sharply, and they obeyed. This occurred three or four times. It revealed the types in that motley group, and it emphasized the need for a rigid discipline. I had a chance of speaking to several of these interned Germans. They all gave me a sort of grumbling acquiescence to my question

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whether they were well treated. They resented the loss of liberty (who would not, particularly if he happened to be a peace-loving civilian with no thought of doing harm against the country he had chosen to live and work in), but not one gave the smallest hint that he had any real complaint. What is happening in this converted jute factory is typical of the condition of things wherever these camps are set up. I dare not contrast them with what I hear of the treatment of Englishmen in Germany. I should have the Press Bureau down on me for "annoying Germany."

## GERMANS' £40,000,000 LOOT.

Terrible Conditions in Once Busy Towns.

Paris, Mar. 10.—The inhabitants of the invaded towns in Northern France continue to furnish news in spite of the rigour of the German authorities. The latest arrivals from Lille, Roubaix, and Tourcoing say that the banks, as well as all other establishments, have since the German occupation been absolutely closed down. There is an enforced stoppage of everything except requisitions. After requisitioning wool, cotton, flax (wrought and unwrought), leather, skins, metals, automobiles, cycles and arms, the Germans send all unbleached textiles, together with machinery, on the road to Germany. In the factories they tear down every scrap of copper. If this sort of thing continues, the country will be devoid of everything.

The German Press is boasting that it has already carried away from three towns goods to the value of £40,000,000. In their anxiety to make prey and thorough requisitions, the Germans have compelled the Municipality of Lille to edit (under German control), a bi-weekly sheet, *Le Bulletin de Lille*. It contains a page devoted to the official acts of the Germans. One of these concerns a young French woman who may well be proud of herself. Her name is Jeanne Dufrenoy.

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WANTED.—Bachelor desires board and residence, preferably with private family. Hongkong side only suitable. Apply "B.V." c/o Hongkong Telegraph.

She is 19 years old, and was condemned to six weeks' imprisonment for having cried out in the streets "Vive la France," and struggled against the soldiers and military police, calling them, "Dirty Prussians." No Materials.  
Amsterdam, March 10.  
The Lille correspondent of the *Telegraaf* gives the following description of the conditions of the once very active industrial centres of Northern France. Thousands of workmen are unemployed, and all factories have ceased work, as all raw materials have been confiscated. For weeks the population has been living on those-called maize bread, composed of maize, rye, potatoes, and roots. Butter now costs two francs fifty a pound, and a potato famine is threatening. Rent.

A reward of 500 francs is offered to anyone who betrays a place where guns are hidden, and 50 francs for the discovery of machine guns. The German officers and soldiers do not appear very optimistic.

## UNCLAIMED TELEGRAMS.

Eastern Extension Australasia &amp; China Telegraph Co.

Achoi Elgi, Road, Bombay.  
Bracken, Melbourne.  
Chuankee, Penang.  
For jer, Passenger "Nubia," Shanghai.

Hopwoo 5 Central, San Francisco.  
Luonchoisang c/o Cruz & Co., Cholon.

Namloong, Holo.  
Sincunphong, Penang.  
Sungaochang, Haiphong.  
Suntinh, Haiphong.  
Wingsam (2), Panama.


J. M. BECK, Superintendent.  
Hongkong, April 15th, 1915.  
Great Northern Telegraph Company Ltd.

Yahshuntun, Shan, hai.  
Huanan, Amoy.  
Keeching, Kobe.  
Hainfat, Shanghai.

R. BLACK, Superintendent.  
Hongkong, April 16th, 1915.

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## NOTICES.



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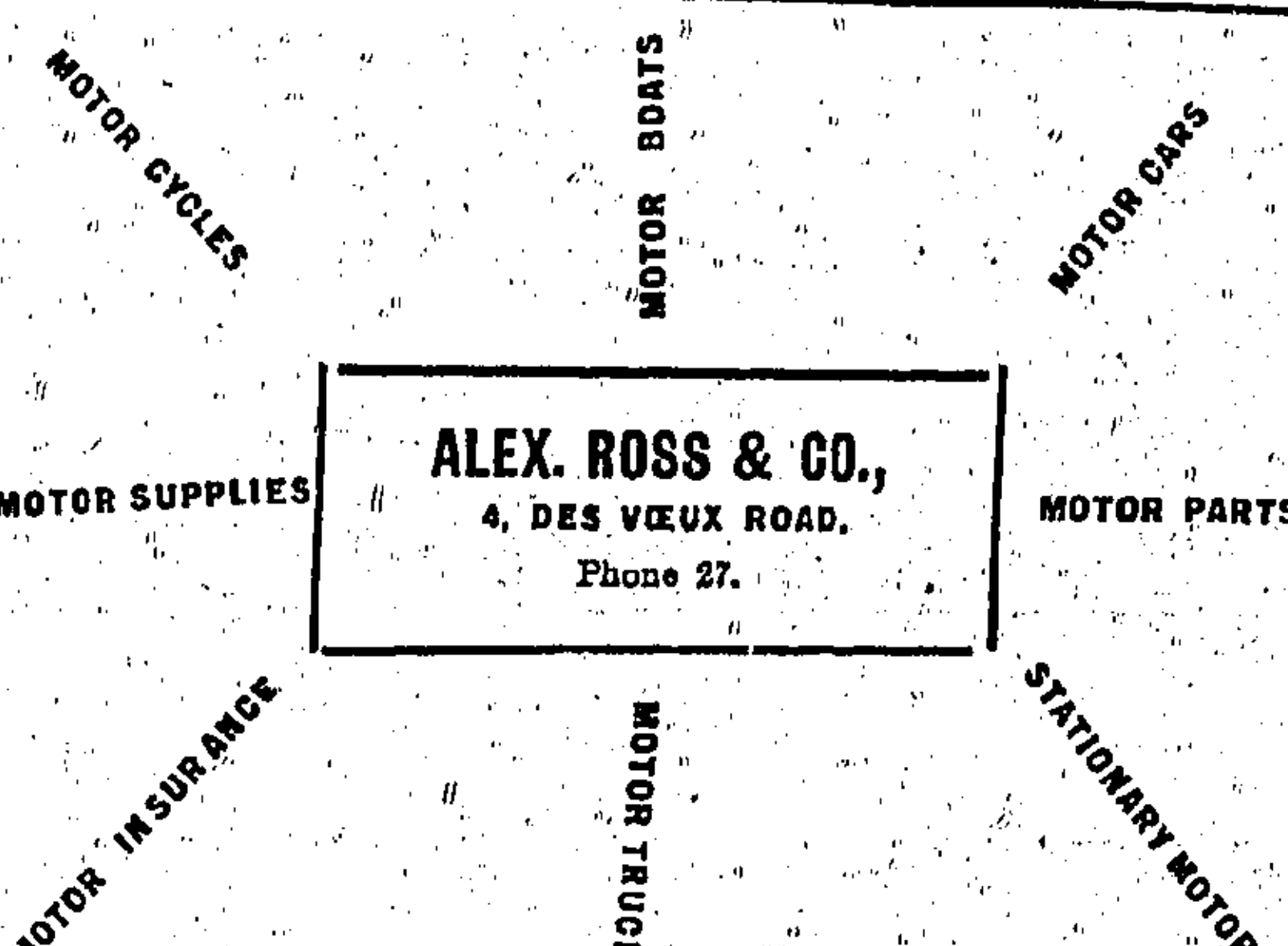
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The "Hongkong Telegraph" is now on sale at, and will be delivered to, subscribers by, the Daily Farm Company, Ltd., Shameen, Canton, who have been appointed our agents there.

By Order,

"HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

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## The Hongkong Telegraph

HONGKONG, SATURDAY, APRIL 17, 1915.

### A HOUSE DIVIDED AGAINST ITSELF.

We wonder who is responsible for spreading the report which Reuter wired to the Colony yesterday, to the effect that the behaviour of the German submarines' crews has become a bone of contention in official circles in Berlin. The story is that Dr. von Bethmann-Hollweg is pitted against Admiral von Tirpitz, who is said to be the originator of the idea that the submarines should defy as many as possible of the laws of civilised warfare; and that it was only after a long struggle that the Kaiser's consent to that idea was obtained. The message adds that Dr. von Bethmann-Hollweg still dissents, and that the vacillating conduct of the submarine crews is due to varying orders being given.

One can only speculate as to the truth of these assertions. Looked at in a common-sense light we see no reason why they should not be in all respects true. Equally, falsehood has played so signal a part in the German programme throughout that, by now, if a German observed, in the midst of a rainstorm, that it was a wet day, some of us would have to hesitate before we accepted his statement unreservedly. Much that has come to light has revealed both the Chancellor and his imperial master as being possessed of rather more than a touch of hypocrisy; and so we may be forgiven if we match their hesitation or unwillingness with Caesar's three-fold refusal of "a kingly crown," or Queen Elizabeth's unreadiness to sign the warrant for the death of her rival. Just as the submarine officers cannot expect to be treated as honourable opponents after their despicable series of attacks on unarmed craft, so the Kaiser and his Chancellor have no right to expect that a nation having an old-fashioned prejudice in favour of its king's being a gentleman and its Ministers men who value their honour, will be prepared to accept their respective words without some hesitation.

At the same time it is thinkable that the Kaiser may be personally opposed to the blackguardism which has distinguished his army and navy. There is, so far as we know, no definite evidence that the man is himself a brute. All that the world knows of his career, prior to the war, points rather the other way; shows, in fact, that he is of a more or less kindly nature and that his prevailing offence is sheer, insane vanity. Since he came to the throne he has never lost an opportunity of what the Americans call "boosting" himself, and, like the spoiled child of a large family, he must always be "Number One"—no matter whether the business of the moment be soldiering, diplomacy, preaching or speechifying. But this is perhaps the worst that men know of him. Of the Chancellor, they know that he holds uncommon views where the value of treaties is concerned—and but very little else. Thus there is nothing extraordinary in the possibility of the report's being an entirely true one. The fact of the Chancellor and the Admiral being at loggerheads would not only explain the vacillation spoken of, but would also argue in favour of what we have contended all along: that the Kaiser and the Chancellor have been, from the beginning, mere puppets in the hands of a war party whose composition consists of equal parts of madness and badness. This is not, it may be remarked, the first occasion on which the German Government has been represented as a house divided against itself; and the greater the number of such instances that leak out now, the more will all of us be justified in feeling that the end is drawing near.

### Japan and Mexico.

As we reported yesterday, a Japanese merchant has been killed by Mexican soldiers. Further we learn from the Manila telegrams that the Japanese Consulate in San Francisco is conducting an official investigation of the matter. The circumstance, trifling though it may seem at first glance, suggests the beginning of a solution of the Mexican difficulty. The United States Government has had over twelve months where in to call Mexico to account for the anarchy that has prevailed—and has done nothing, even though Americans have been attacked and imprisoned and the United States flag grossly insulted by Mexicans. But with Japan it is possible that matters may take a very different turn. For years past the Japanese have made up their mind to have a footing in some part of America, and in one or two of the Southern republics they have already obtained it. Is there no likelihood that they will seize the first opportunity—Monroe Doctrine or no—Monroe Doctrine—to establishing themselves even more strongly and more authoritatively in Mexico? That such establishment would give general satisfaction no one believes; but America has her chance to step in—and did not use it. Japan needs territory very badly and has proved herself, during the past twenty years, a resolute little Power that will not easily be gainsaid when she wants a thing. We shall await developments with more than ordinary curiosity.

### Our Post Office.

In his despair a correspondent asks us to inform him why it takes the Post Office authorities almost two days to deliver a local letter. Nothing would afford us greater pleasure, but, on principle, we never attempt the impossible. We long ago abandoned all hope of understanding the workings of the Post Office mind and system (at least we presume there is some system behind it all) and we can do nothing but frankly plead ignorance. We have not much heart to advise our correspondent to send a formal protest to the Post Office; that has been done too many times. One sometimes wonders if these things will ever be put right until we have something in the way of representative government in the Colony. With the present Legislative Council system the ordinary rate-payer stands little or no chance of having a legitimate grievance sifted, and even a complaint to the Secretary of State would probably not carry him much farther. The only thing that we know of in favour of our Post Office is that, despite its frequent sins, negligences and ignorances, it is not so disastrously mismanaged as one or two other departments in this Colony. It is at liberty to make whatever use it may choose of this testimonial.

### "Official Discipline" in China.

We published, yesterday, some recommendations by President Yuan on the subject of official discipline within his domain. He suggests that special attention should be drawn to the negligence of provincial officials "which the Governors may fail to notice;" to any oppression of the people by local officials; to the indifference of local officials where educational affairs are concerned; to "corruption in the handling of public funds by officials" and to gambling by officials. The order is a large one, and shows all too painfully that China is still China—the land of theories, fair promises, talk, corruption and doing nothing. We are not simple enough to expect that a mere three and a half years of change of government could abolish the absurd amount of official fraud existing in China, but civilisation has some little right to expect that matters shall at least not be made worse by such change. Any honest Chinese who has enquired into the matter will tell us that there is far more rogueship, far more "winking" by those in authority, and more squeeze-pidgin in his country to-day than when the Manchus ruled it. If the Republican Government is out for improvements, why does it not act instead of talking so much?

### DAY BY DAY.

GOD HATH MADE ALL MEN TO BE HAPPY AND OF GOOD ESTATE—Epicurus.

The Weather.  
Lower level 8 a.m. Temp. 80; dull.  
At the Peak 8 a.m. Temp. 71; fog.

Count the Columns.  
Yesterday the Telegraph published 33 columns of solid reading matter. To-day there will be 39 published.

The Mails.  
Siberian Mail.—Due per s.s. Nippon Maru to-day at 11 a.m.  
Australian Mails.—Closed per s.s. Nikko Maru to-day at 11 a.m.  
Siberian Mail.—Closes per s.s. Kanchow to-day at 4 p.m.

Up to the Minute—Share market News.  
Closing prices:—  
Donglases.—\$36, buyers.  
Raubs.—\$33, sellers.  
Light and Powers.—\$4, buyers.  
Trams.—\$5.05, buyers.  
Waterboats.—\$17, buyers.

The Dollar.  
The rate of the dollar on demand to-day is 9.13-16d.  
To-day's Anniversary.  
To-day is the 125th anniversary of the death of Benjamin Franklin.

Societies.  
The Government Gazette contains a list of exempted and registered Societies.

Dredger Repairs.  
Tenders are being invited for repairs to the Government dredger St. Enoch.

Summer Uniform.  
Tenders are being invited for the supply of summer uniform for boatmen and seamen of Harbour Department.

New Magistracy.  
A Proclamation by H. E. the Governor prescribes that the sittings of the Police Court shall be held on and after April 26, at the new Magistracy.

Company Warned.  
It is notified that at the expiration of three months the following companies will, unless cause is shown to the contrary, be struck off the Register and the companies will be dissolved:—The International Publishers Association, Limited; Yue Tak Company, Limited; the New Seng Po Printing and Publishing Company, Limited; the Sun Wah Steamship Company, Limited.

Struck Off.  
It is notified that the names of the following companies have been struck off the Register:—The Hongkong Brewery Company, Limited; the Wo On Steamship Company, Limited.

### Victoria Theatre.

The Victoria Theatre put on a splendid programme last night, and was rewarded for its energies by the presence of a big and much-pleased house. The war pictures are of a very interesting nature and carry us now as far as the events of the New Year. There is a particularly funny Vitaphone picture, but the most popular item of all in the programme is a two-part Max Linder film, descriptive of that hero's adventures in an elopement. The feature of next week's show will be a series of Sherlock Holmes pictures.

Acting Appointments.  
His Excellency the Governor has been pleased to make the following appointments for the period of the absence on leave of Mr. James Macdonald, or until further notice, with effect from 20th April, 1915:—Mr. William Russell to act as Government Marine Surveyor. Mr. Robert Hall to act as First Assistant Government Marine Surveyor. Mr. J. B. Thomson to act as Second Assistant Government Marine Surveyor.

D. S. O. for S. Wales Borderers Officer.  
The London Gazette announces that the King has been graciously pleased to appoint the undermentioned officer to be a Companion of the Distinguished Service Order:—Captain Dudley Graham Johnson, 2nd Battalion the South Wales Borderers, for conspicuous ability on the night of Nov. 6-8, 1914, during the operations against the German positions at Tiegtau, and for great gallantry in rescuing several wounded men whilst exposed to heavy machine-gun fire.

### NOTES ON THE CAISIS.

#### BATTLING AGAINST NATURE

Overcoming the Submarine Menace.

If an idea of the tremendous difficulties under which the troops in the western theatre of war have had to do battle is wanted, we cannot do better than refer our readers to the story of the victory of Les Eparges, which is given on page 1. The point which was the scene of the battle was, as the telegram states, a mountain of mud, and the enemy had dug himself in by constructing tier upon tier of trenches. The ground was in such a state that the attackers often found themselves up to their thighs in mud, which clogged the rifles, and the fighting took place during a hurricane of wind and rain. Yet, in spite of these terrible conditions, the gallant Frenchmen were able to accomplish what was an almost superhuman task. The story of their great exploit is surely one of the most heroic with which the war has yet provided us.

#### Chained to Guns.

There is one fact mentioned in the account of the battle which seems almost incredible. It is that the machine gun detachments were chained to their guns in order to prevent them fleeing. This is not the first time that stories of this kind have been circulated. We have even seen pictures conveying the same sort of incident. If it be correct, and we have no reason to doubt the statement, since it has been put into circulation from Paris—then it shows clearly enough that Germany is threatened not only by the Allies but also by disension in her own ranks. And when an army has the spirit of fight knocked out of it, there can only be one result.

#### What of the Submarines?

The German submarine menace is weakening every day now. The latest Admiralty statement shows that only two vessels were sunk last week out of arrivals and departures totalling over 1,400. There may be more in this than the casual observer reckons for, it is quite conceivable that our Admiralty has discovered means of dealing with these pests of the sea which it is wise should not yet be disclosed. On this point there was an interesting item in our news columns on Wednesday, to the effect that quite a number of enemy submarines have been "bagged" by a process of dragging with steel nets attached to a line of trawlers. That may or may not be the case, for the general public gets to know very little about British methods for dealing with the German submarine blockade. But we have just hit on some statements from Home which appear to bear out the view that something of this sort of thing is at least being attempted. It is said that the English Channel, or a big portion of it, has been netted across by means of torpedo nets, small vessels being anchored at short intervals, equipped with searchlight and guns, and that dragging operations have been carried out by some of our destroyers, in some instances with complete success.

#### Submarine Baiting.

But our naval men are stated to have discovered another way of bringing up any lurking German submarines, whose whereabouts have been located. The process, for very good reasons, is not described, but it is said to be simple and efficacious and compels the submarine to rise to the surface in order to clean its periscopes, and that when up it is blinded and thus falls an easy prey. The practice of submarine baiting is certainly a novel one, but if there be anything in these reports, it will simply have been another instance of this great war revealing, and making necessary, modes of warfare which were never dreamt of before.

### 1890.

#### HONGKONG TWENTY-FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for the week ending April 17, 1890.)

#### The Dollar.

April 17.—"The rate of the dollar on demand to-day is 3/21." Returned from Banishment. April 11.—"A sheepish-looking outcast named Lam Hing stood to attention at the Magistracy this morning to answer a charge of having returned from banishment in defiance of a magisterial ukase issued some twelve months ago. Lam went right back to his relatives, who live 'over the water' and told his Worship that the time he had spent with them had been both unpleasant and unprofitable, and that he would never be happy until Hongkong became his home. Mr. Robinson took him at his word, and sent him to the bosom of his friends in Gordon Castle for another year."

#### The Drain-Pipers.

April 11.—"Quite a good field at the Sanitary Svy Meeting this afternoon. Nothing much doing. Pankhas started for the summer. First business—consideration of sanitation at Whitfield and Yau-ma-ti. Mr. Francis opens with a row with the Secretary, for not circulating the reports on these matters. Mr. McCallum looks very helpless, but upearls a resolution justifying his action, or inaction. Wrong again—another resolution found, altering that. Secretary very hot. Matter dropped. Dr. F. of the Bill for Regulating the Water Supply, forwarded by Government for review, tabled. Mr. Francis wants a special day to deal with it. Friday fixed. Cattle question follows. Uninspected cattle said to be slaughtered. Mr. Francis points out that the Board can't do anything. Doesn't see why the Board should bother its head, anyhow. The President does, and moves that all slaughtered animals must be first inspected. Mr. Francis obstructs; says there are no existing means of carrying the order out. L. F. obstructing." [And the Sanitary Board is still the Sanitary Board.] "A C.M.G.-Ship for the Usher." April 14.—"Intimate leaders to the two judges of the Supreme Court will be officially designated as 'First Clerk of the Court and Clerk to the Chief Justice' and 'Second Clerk of the Court and Clerk to the Puisne Judge' respectively. This, we are told in the Government Gazette, is 'in accordance with a decision of the Right Honourable the Secretary of State for the Colonies.' What is the next startling change we may expect from Lord Knutsford? A. C. M. G.-ship for the worthy usher wouldn't surprise us in the least."

#### Ship's Officer's Suicide.

April 15.—George John Parry, the second mate of the "Avonbie," died in Hospital this morning from the effects of the self-inflicted bullet-wound he received yesterday. Very little is known about the affair, but there are no suspicious circumstances. Deceased was ashore yesterday morning, and it is said, got a letter containing, presumably, bad news. He went on board at one o'clock, entered his cabin, put a cartridge into his revolver and discharged it against his temple, the bullet passing right through and striking the birth. He was a decent fellow only twenty-five years of age, and belonged to Yarmouth. He used to be in the "Haitan."

#### The China Merchants.

April 17.—"It is stated in the native papers that the China Merchants' S. N. Co. are going to build a wharf at Canton, and have petitioned the Viceroy for permission, which has been granted, so as to facilitate their business, and also in order to enable them the more successfully to compete with the other shipping companies engaged in the traffic between Canton and here."

#### China's Trade in 1889.

April 17.—"The Statistical Bureau of the Imperial Maritime Customs have just issued their report of the Foreign Trade of China in 1889. It shows that the total imports amounted to Tls. 110,884,355, and the exports to Tls. 96,947,832, or a falling-off of nearly fourteen million Taels in

### SANITARY BOARD.

The orders of the day for next Tuesday's meeting are:—

Correspondence re the report from the Select Committee appointed to consider the best means of dealing with the present insanitary condition of certain lanes and passages which are used in common by two or more tenants.

Report from the Government Analyst on the public water supplies for the month of March 1915.

Result of the examinations made under "The Sale of Food and Drugs Ordinance, 1898" for the quarter ended 31st March, 1915.

List of legal proceedings taken by this Department against persons for breaches of the Public Health and Buildings Ordinance 1 of 1903 for the month of March, 1915.

Limewashing return for the fortnight ending 6th April, 1915. Mortality return to Hongkong for a week ending 28th March 1915.

Mortality return for Macao for the weeks ending 23rd March and 4th April, 1915.

Rat return for the weeks ending 3rd and 10th April, 1915.

the former category, as compared with 1888, and an increase of four and a half millions in the latter."

### 1890.

#### SHARE REPORT.

The quotations which follow are from the Hongkong Telegraph for April 17, 1890.

Hongkong and Shanghai Bank—191 per cent. premium, sellers.  
Union Insurance Society of Canton—\$100 per share, sellers.  
China Traders Insurance Company—\$70 per share, sellers.  
North China Insurance—Flag 355 per share, buyers.  
Canton Insurance Company, Ltd.—\$125 per share.  
Yangtze Insurance Association—Tls. 80 per share.  
Hongkong Fire Insurance Company—\$380 per share, sellers.  
China Fire Insurance Company—\$84 per share, sellers.  
Hongkong and Whampoa Dock Company—54 per cent. premium, buyers.  
Hongkong, Canton and Macao Steamboat Company—\$35 per share, buyers.  
China and Manila Steamship Company—\$105 per share, sellers.  
Hongkong Gas Company—\$135 per share, sellers.  
Hongkong Hotel Company—\$190 per share, buyers.  
Hongkong Hotel Co.'s Six per cent. Debentures—\$501.  
Indo-China S.N. Company—25 per cent. dis., buyers.  
Donglas Steamship Company—\$82 per share, buyers.  
China Sugar Refining Company, Ltd.—\$217 per share, buyers.  
Lazon Sugar Refining Company, Limited—\$83 per share, sellers.  
Hongkong Ice Company—\$102 per share, sellers.  
Hongkong Rope Manufacturing Company, Ltd.—\$118 per share, buyers and sellers.  
Hongkong and Kowloon Wharf and Godown Company—\$88 per share, sellers.  
Hongkong Dairy Farm Co. Ltd.—\$14 per share, sellers.  
A. S. Watson & Co., Ltd.—\$21 per share, buyers.  
Hongkong High Level Tramway Co., Ltd.—40 per cent. prem., sellers.  
Hongkong Steam Laundry Co., Ltd.—\$25 per share.  
Green Island Cement Co. (old issue)—\$43 per share, nominal.  
Green Island Cement Co. (new issue)—\$3 per share, nominal.  
Hongkong Land Investment Co., Ltd.—\$95 per share, sellers.  
Hongkong Electric Co., Ltd.—\$6 per share, nominal.  
West Point Building Co., Ltd.—\$40 per share, buyers.



## LAST NIGHT'S WAR LECTURE.

Points From Sir Charles Elliot's Discourse.

There was a fairly good attendance at the City Hall, last evening when Sir Charles Elliot, K.C.M.G., delivered a lecture on "The Eastern Theatre of the War." His Excellency the Governor presided.

For the most part, the lecture dealt with the developments leading up to the present crisis, but very little about the war was said, this no doubt being due to the limited reference to the crisis which is at present permitted. It certainly refreshed the memory of students of history and geography of the changes, politically and territorially, which have taken place during the past half century, and the ground covered was, for the most part, that covered by the lecturer at the University some four months ago, and published fully in the *Telegraph*. The following are points from the address:—

The preliminary to the war was the attack made by Austria on Serbia and what turned it into a European war was Germany declaring war on Russia, precipitating the conflict; the declaration coming from Germany while Austria and Serbia were parleying. France, according to German desire, was to be crushed and the German indignation and hatred against Britain was due to Britain's entry into the war upsetting Germany's calculations.

In 1835, when he was on his way back from India to Europe, it was fully expected that by the time he reached Aden war would have been declared between England and Russia, and now they behold it a great change.

In 1877, when he was in charge of the British Legation at Belgrade, it was considered hardly possible that Austria could do anything distasteful to Great Britain.

German diplomacy had got a method which had not, as far as he knew, been used by other Powers, and the Foreign Office had found the most ordinary current business obstructed all over the world by Germany over some small differences—Great Britain had some difficulty with Germany at Washington, they did not come to terms—and on that the German Government telegraphed to their agents everywhere, Cairo, Bangkok and Peking—to obstruct British interests in every respect, not only in political matters, but in current business.

He did not know if the policy could be called immoral—it was their theory—unscrupulous and very characteristic of Germany. He did not know of any case of a German and British Embassy being friendly of course they were polite to one another, but he recollected no case of a British Secretary being really personally intimate with a German Secretary. The general idea was a very rash thing to ask a German for any information on common matters, because he would probably tell what was wrong. On the other hand, there had always been a most friendly intimacy between the British and the Austrian diplomats. He could not recall an instance where two Ambassadors were not linked by personal and political friendship.

Bismarck was a trickster. Had a European war happened to break out in 1897, he was convinced almost every country in Europe would have been against Great Britain, simply on account of her great display of strength in the celebration of the Jubilee.

The war was caused through Germany's desire to dictate to the world and she would shrink from no method to obtain her end. Every body was astonished at the goal figure which Serbia put in the Balkan war. It was quite clear that in July last year, war with Serbia was popular in Austria except in Slavonic districts, but he did not think the Austrians wanted a European war, nor did the Russians. The Emperor of Austria was a person who made for peace; he came from a House which did not like new ideas and he had never deviated from this family tradition. German diplomacy had been conspicuously unsuccessful in this

## TO ENEMY COUNTRIES.

Notification Regarding Transmission of Money and Letters.

The Government Gazette publishes the following revised memorandum issued by the Foreign Office respecting the transmission of money and letters to enemy countries:—

The Foreign Office cannot assume any responsibility for the forwarding of money, letters, or messages to individual persons abroad.

Payments of money to British subjects detained in enemy countries and unable to return to His Majesty's Dominions do not constitute an infringement of the Trading with the Enemy Proclamation, but it may be found necessary to forward such remittances through a neutral country.

It is suggested that persons not having friends or correspondents in neutral countries may find it possible to forward the money through Messrs. Thomas Cook and Son, or some similar agency.

Private letters to Germany, Austria-Hungary, and the Ottoman Empire are now allowed to be forwarded through neutral countries subject to the usual conditions of the censorship, but cannot be sent direct. Letters should not be sent through British or foreign Embassies, Legations, or Consulates in neutral countries. British subjects and others wishing to communicate with friends in enemy countries must forward their letters through an agency in a neutral country selected by themselves.

Such letters must be in open envelopes enclosed in a covering letter, which must be sent through the usual postal channel to the correspondent or agency in the neutral country by which they are to be forwarded. Senders must make their own arrangements as to obtaining the necessary stamps, &c. Attempts to send such letters out of the United Kingdom by any means other than the post, render persons concerned in them liable to prosecution under the Defence of the Realm Regulations.

Letters should be as brief as possible, and should contain nothing but matter of a personal nature. They will be subject both to British and enemy censorship, and may be written either in the English language or in that of the country to which they are to be sent.

The Foreign Office in making the above suggestions cannot guarantee the safe delivery of either money or letters.

## LAWN TENNIS.

Last Night's Tournament Games.

The following are the results of last evening's play in the H. K. C. C. Tennis Tournament:—

Open Championship Singles:—Hatterly Smith beat Wong 6-2, 6-1, 6-2; 8-mi final:—L. beat Crisp, 6-3, 3-6, 6-2, 2-6, 6-4.

Handicap Singles, "B."—Maas (no. 2/6) beat Trafford (no. 2/6) 6-0, 6-1.

Handicap Doubles:—Dr. Koch and Hutchinson (no. 15/1) beat A. Cooke and O. H. Soper (no. 15/1) 6-0, 7-5.

war. Diplomats in Great Britain and Belgium had given wrong information and in America they appear to have been equally unsuccessful in their efforts. The Germans went in for a lavish expenditure of money and in Turkey that means a great deal (laughter). Our principle always was to maintain the integrity of the Ottoman Empire. The integrity of Turkey, so long as it could be maintained, was the best guarantee of European peace. The Turks he thought, would be more difficult to conquer than many newspapers seemed to suppose. It was true they had disadvantages regarding officers, munitions, equipment and commissariat, but the people had a martial temperament that needed little to inflame it; they took naturally to the life of a soldier.

## BANDMASTER ROBERTS

Dies at Home.

The following is from a Home paper of March 12:—

"The funeral took place at Falmouth Cemetery on Friday, of Bandmaster W. T. Roberts, 3rd. Batt. D.O.L.I., whose death occurred after a short illness. Deceased was 44 years of age, and had been abroad nearly 20 years, returning from Hongkong in November last. He leaves a widow and family. The funeral procession was headed by a firing party, under Sergt. Roberts. Next came the band of the Royal Fusiliers (under Bandmaster Brien), which played a funeral march and the Dead March in 'Saul.' A detachment of 150 men of the 3rd Batt. D.O.L.I. attended, under the command of Capt. Matthews. The Rev. Hipwell (assistant chaplain to the forces) officiated. At the graveside three volleys were fired and the 'Last Post' was sounded. The floral tributes included those from deceased's wife and family; Col. Williams and officers, 3rd Batt. D.O.L.I.; warrant officers, staff-sergeants, 3rd Batt. D.O.L.I.; Mr. L. K. Harrison (bandmaster, D.O.L.I.); B. Co., D.O.L.I.; Mr. and Mrs. J. Williams and family; and Mr. and Miss Allen."

Many Hongkong people will regret to hear of Bandmaster Roberts' death, as during his stay in the Colony he won many friends and was deservedly popular.

Fatal Hunting-Field Fall. Miss Moleina Mary Crofton, daughter of Mrs. Crofton, of Thornhill House, Dorset, has been killed while hunting with the Blackmore Vale foxhounds. At the inquest at Stalbridge it was stated that during a fast run Miss Crofton's horse stumbled and falling forward on its head, turned a complete somersault. The animal fell on the lady, who died a few hours later.

TO-DAY'S ADVERTISEMENTS.

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES. From CALCUTTA & STRAITS. The Steamship "LAISANG," having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 23rd inst. will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by:—

JARDINE, MATHESON & Co., Ltd. Agents. Hongkong, 16th April, 1915.

TO LET. —Nice Flats of 2 ROOMS, in Kowloon; suitable for Europeans. Airy, in good locality, Electric Light, Water, Bathroom, Kitchen. Moderate rent, varying from \$20 to \$35.—Telephone accommodation. Also furnished Rooms.—Apply H. Rutledge, Royal George Hotel.

PUBLIC COMPANIES

THE CHINA-BORNEO CO., Ltd.

NOTICE TO SHAREHOLDERS.

The Twelfth Yearly Meeting of Shareholders of the above company will be held at the Company's Office, St. George's Building at Noon, on Friday, the 30th April, 1915 to receive a Statement of Accounts to the 31st December, 1914 and the Report of the General Manager and Consulting Committee and to elect an Auditor.

The Transfer Books of the Company will be closed from the 16th April to the 30th April, both days inclusive.

The China-Borneo Co., Ltd. W. G. DARBY, General Manager.

## DAIRY FARM NEWS.

Your and Your Family's Health depend in a great measure on the quality and purity of the food you use.

## Have You Considered

the absolute necessity of having your FRESH MILK, BUTTER

MEATS, etc., before reaching you handled in a manner that will save you all anxiety?

We maintain an efficient staff under strict European supervision to ensure

## Purity and Excellence

In all Branches for those who are particular; and our customers are most particular.

## PUBLIC AUCTION

## A COLLECTION OF VALUABLE &amp; ANTIQUE CHINA &amp; CURIOS

THE Undersigned has received instructions from Mr. Ma Chang Kee of Shanghai, to sell by Public Auction on Friday & Saturday the 23rd & 24th April, 1915 commencing each day at 2.30 p.m. at his Sales Rooms, Duddell Street. A Choice & Valuable Collection of Antique China & Curios from Sung to T'owk'wong periods.

comprising:—

Kanghi Blue and White and 5-Coloured Vases, Jars, Bowls and Plates.

Kienlung 5-Coloured and Famille Rose Vases, Boxes, Penholders, Plates, etc.

Very Fine Kanghi 5-coloured Vases.

Very Fine Kanghi Soft Paste Vases with Decoration in Relief.

Very Fine Kanghi Blue and White Vases and Penholders.

Very Fine Kanghi 5-coloured Screens (12 panels).

Very Fine Kienlung Famille Rose Vase (40 inches).

Very Fine Kienlung Red Lacquer Cabinet.

Very Fine Kienlung Agate and Jade Inland Placques.

Soochow Red Wood Tables inlaid with Kanghi, Yungching and Kienlung Placques.

Soochow Red Wood Cabinets, Table and Flower Stands.

N.B.—The Undersigned will give a 2-weeks guarantee as to the genuineness of the articles offered.

On view from Wednesday, the 21st instant.

Catalogues will be issued.

Terms.—Cash on delivery.

GEO. P. LAMBERT, Auctioneer.

## PUBLIC COMPANIES.

## NOTICE.

We have this day opened an Office and Show Room in the Hongkong Hotel Building, Pedder Street, with a Staff of Salesmen and Mechanics attending exclusively to the sale and repair of REMINGTON TYPE-WRITERS.

MUSTARD & Co.,

Sole Distributors for Hongkong, China & Macao.

Remington Typewriter Company (Incp.)

Hongkong, 15th April, 1915.

## UNION INSURANCE SOCIETY OF CANTON, LTD.

## NOTICE TO SHAREHOLDERS.

Notice is hereby given that the Forty-Second Ordinary Yearly Meeting of the Society will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on Friday, the 23rd April, 1915, at Noon, for the purpose of receiving the report of the Directors together with the statements of account to 31st December, 1914, and of declaring Dividends, &c.

The Transfer Books of the Society will be closed from 13th April to the 23rd April both days inclusive.

By Order of the Board,

C. MONTAGUE EDE, Secretary.

Hongkong, 9th April, 1915.

## CHINA TRADERS' INSURANCE CO., LTD.

## NOTICE TO SHAREHOLDERS.

Notice is hereby given that the Forty-Ninth Ordinary Yearly Meeting of the Company will be held at its Head Office No. 2 Queen's Buildings, Hongkong, on Friday, the 23rd April, 1915, at 12.15 p.m. for the purpose of receiving the report of the Directors together with the statements of account to 31st December, 1914, and of declaring Dividends &c.

The Transfer Books of the Company will be closed from 13th April to 23rd April both days inclusive.

By Order of the Board,

C. MONTAGUE EDE, Secretary.

Hongkong, 9th April, 1915.

## NOTICE.

We have this day been appointed Sole Agents for Hongkong and China, by the Tata Iron and Steel Co., and are prepared to quote for Pig Iron and other Iron and Steel Products.

SHU YAN TOMES & CO.

Hongkong, 24th March 1915.

## PUBLIC COMPANIES

## PEAK TRAMWAYS CO., LTD.

## NOTICE.

Notice is hereby given that in respect of all Season Tickets available for three months issued on and after 1st May next the respective prices will be as follows:—

Gentlemen .....\$36.00

Ladies .....\$18.00

Children .....\$12.00

and that the price of servants' punch tickets available for 20 rides will be \$1.20.

Season tickets expiring in April can be extended to April 30th on same terms pro rata as now in force but no three monthly Season Tickets and no annual tickets will be issued in April.

Notice is further given that on and after 1st May next daily return tickets and Annual tickets will be abolished.

By order of the Directors,

JOHN D. HUMPHREYS & Co., General Managers.

Hongkong, 1st April, 1915.

## HONGKONG &amp; WHAMPOA DOCK Co., Ltd.

## NOTICE.

The share certificates Nos. 2410/2411 for 10 and 25 shares respectively, numbered 12739/1.748 and 35858/35882 inclusive, standing in the register in the joint names of George Andrew Hastings and John Barham Carlisle, solicitors, Liverpool and Birmingham, having been lost or destroyed.

NOTICE IS HEREBY GIVEN that unless the said certificates be produced at the office of the Company Queen's Buildings, Victoria-Hongkong, before the 24th April, 1915, new certificates for the said shares will be issued and the old certificates will thereafter be held by the Company as null and void.

GEO. A. CALDWELL, Secretary.

Hongkong, 24th March 1915.

## SUMMER UNDERWEAR

OF

INDIA GAUZE  
SILK and GAUZE  
LISLE'S THREAD  
COTTON NET  
LIGHT WOOL  
MERCERISED COTTON  
B.V.D. SPECIALITIES

INSPECTION INVITED.

MACKINTOSH &amp; CO., LTD.

Men's Wear Specialists.  
16 DES VŒUX ROAD 16

## WM. POWELL, LTD.

TELEPHONE 346.

NEW STOCK OF

SMART VOILES

ZEPHYRS

AND

DRESS LINENS

FOR

SUMMER WEAR.

## J. ULLMANN &amp; Co.

The French Jewellery House.

Grand Assortment in

WRIST WATCHES.

PRICES RIGHT.

As DIAMOND MERCHANTS we are LEADING in the East.

## COLUMBIA

GRAFONOLAS

and RECORDS.

SUPPLY YOU WITH MUSIC FOR EVERY MOOD.

CLASSICAL, OPERATIC, SONG and DANCE.

ANDERSON MUSIC CO., LTD.

SOLE DISTRIBUTORS.

6, Des Vœux Rd. Tel. 1322

## Royal Blend Whisky

Fit for a Prince



Mouse—Where's that d-d cat now?

SOLE AGENTS:

CANDE, PRICE &amp; CO., LTD.

WINE MERCHANTS.

Tel. No. 135. 6, Queen's Road Central, HONGKONG.



## SHIPPING

THOS. COOK & SON,  
Tourist, Steamship and Forwarding Agents,  
Bankers, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG. SHANGHAI: 2-3, FOOCHOW ROAD, YOKOHAMA: 32, WATER STREET, MANILA: Manila Hotel.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY. TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

Cook's "FAR EASTERN TRAVELLER'S GAZETTE" containing sailings and fares from the Far East to all parts of the World, will be forwarded free, on application. Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

THE AUSTRALIAN  
ORIENTAL LINE

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS  
SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
TAIWAN	19th Apr.	2nd May.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

Jutterfield & Swire.

Telephone No. 93.

BRITISH INDIA S. N. CO., LTD.  
APCAR LINE.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

## WESTWARD.

The S.S. "Itola," tons 5,257, Capt. Butler, will be despatched for S'pore, Penang, Rangoon & Calcutta on the 20th April, at 1 p.m.

The S.S. "Santhia," tons 5,192, Capt. Robertson, will be despatched as above on 24th April.

The above steamers have excellent saloon accommodations for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, April 17, 1915.

Agents.

HONGKONG, CANTON, MACAO & WEST  
RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON and MACAO STEAMBOAT CO., Ltd. and CHINA NAVIGATION CO., Ltd.

## HONGKONG-CANTON LINE.

HONGKONG TO CANTON. | CANTON TO HONGKONG.

SATURDAY, 17th APRIL.

10.00 p.m. Heungshan. | 5.00 p.m. Kinshan.

SUNDAY, 18th APRIL.

10.00 p.m. Fatshan. | 12 noon Heungshan.

Single Fare by Night Steamer.....	6.00
Return Fare by Night (available also for Return by day Steamer)...	10.00
Single Fare by Day Steamer.....	4.00
Return Fare by Day Steamer.....	8.00

## HONGKONG-MACAO LINE.

s.s. Sul Tai, tons 1,651 | s.s. Taishan, tons 2,006

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 8 a.m. & 2 p.m. Sundays at 8 a.m. & 3 p.m.

## EXCURSION TO MACAO.

SUNDAY, 18th APRIL.

The Company's Steamship TAISHAN will depart from the COMPANY'S WING LOK STREET WHARF at 9 a.m. and return from Macao at 3 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday at 8 a.m. and from Hongkong at 1 p.m. from the Company's Wing Lok Street Wharf.

REDUCED FARES 2nd CLASS and DECK.

## CANTON-MACAO LINE.

s.s. SUI AN.

Departures from Macao to Canton on Monday, Wednesday and Friday at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., & THE INDO-CHINA STEAM NAVIGATION CO., LTD.

## CANTON-WUCHOW LINE.

s.s. Sainam, 588 tons and s.s. Nanning, 469 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSIONS (First Floor),

Opposite the Blake Pier.

## SHIPPING

## NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration

Destination.	Steamers.	Sailing Date
MARSEILLES AND LONDON, via Singapore, Penang, Colombo, Suez & Port Said	Yasaka Maru Capt. Yamawaki T. 21,000 Miyasaki Maru Capt. Teranaka T. 16,000	THURS. 22nd Apr. at noon. THURS. 18th May, at noon.
VICTORIA, B.C., and SEATTLE via Keelung, Shanghai, Moji, Kobe, Yokohama, and Yokohama	Sado Maru Capt. Asakawa T. 12,500 Awa Maru Capt. Hori T. 12,500	TUES. 4th May, at 4 p.m. TUES. 18th May at 4 p.m.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	Nikko Maru Capt. R. Takada T. 9,600 Hitachi Maru Capt. Tominaga T. 13,500	SATUR. 17th April at noon. MON. 17th May at 11 a.m.
CALCUTTA via S'pore, Penang & Rangoon	Hakata Maru Capt. Kawashima T. 12,500	SATUR. 17th April.
BOMBAY via Singapore, Malacca and Colombo	Bombay Maru Capt. Kurosami T. 5,000	MONDAY, 26th April.
SHANGHAI, Kobe & Yoko	Kawachi Maru Capt. Nakamura T. 12,500	FRIDAY, 23rd April.
SHANGHAI & Kobe	Kanagawa Maru Capt. Higo T. 12,500	SATURDAY, 1st May.
NAGASAKI, Kobe & Yokohama	Fushimi Maru Capt. Qizawa T. 21,000	THURS. 22nd Apr. at 10 a.m.

Fitted with wireless telegraphy.

## PASSENGER SEASON FOR 1915.

## FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
Yasaka Maru	25,000 tons	Thursday 22nd April
Miyasaki	16,000 "	" 13th May
Kitano	16,000 "	" 20th May
Fushimi	25,000 "	" 3rd June
Hirano	16,000 "	" 17th June
Katori	10,000 "	" 1st July

## FOR AMERICA.

Sado Maru	12,500 tons	Tuesday 4th May
Awa	12,500 "	" 18th May
Shidzuoka	12,500 "	Thursday 27th May
Aki	12,500 "	Tuesday 15th June
Tamba	12,500 "	" 29th June

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION  
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail
SHANGHAI	Kanchow	18th Apr. at daylight.
HOIHOW & PAKHOI	Wenchow	18th Apr. at 9 a.m.
HAIPHONG	Sungkiang	18th Apr. at noon.
SHANGHAI	Luchow	20th Apr. at 4 p.m.
MANILA, CEBU & ILOILO	Chinhua	20th Apr. at 4 p.m.
SHANGHAI	Yingchow	22nd Apr. at 4 p.m.
SHANGHAI	Chenan	25th Apr. at daylight.
MANILA, CEBU & ILOILO	Taming	27th Apr. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming," and "Teau." Excellent saloon accommodation amidstships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teau."

SHANGHAI LINE.—The Twin Screw steamers "Anhui" and "Chenan" and the S.S. "Kanchow," "Liangchow," "Luchow" and "Yingchow" having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These steamers land passengers in Shanghai, avoiding the inconvenience of trans-shipment at Woosung.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Agents.

Telephone No. 36.

Hongkong 16th April, 1915.

## SHIPPING

JAVA-CHINA-JAPAN  
LIJN.

Regular Fortnightly Service between  
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	To	Will leave on or about
Tjikembang	JAVA	18th April	JAVA	21st April
Tjitarom	JAPAN	23rd April	SHAI	1st half May
Tjibodas	JAVA	26th April	SHAI	1st half May
Tjimanoe	JAVA	1st half May		
Tjikini	JAVA	2nd half May		
Tjilatjap	JAVA			

x Wireless Telegraphy.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

York Building.

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## TOYO KISEN KAISHA

## SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA  
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leaves Hongkong
Nippon Maru	11,000 - 18 knots	Tuesday, 27th April, at 10.30 a.m.
Shinyo Maru	22,000 - 21 knots	" 11th May, at noon.
Chiyo Maru	22,000 - 21 knots	" 8th June, at noon.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£60. " " £96.10.

" " " San Francisco 245. " " £68.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc. ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway. Passengers may travel by Railway between ports of call in Japan free of charge.

## SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, MANZANILLO, SALINA CRUZ, PANAMA, CALLAO, IQUIQUE and VALPARAISO. THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES, ETC.

Selyo Maru 14,000 - 15 knots. Wednesday, 12th May.

For Full Particulars as to Passage & Freight, apply to

K. DOI, Acting Agent.

Telephone No. 291

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN  
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Empire		19th Apr. at 10 a.m.
Eastern	18th April	13th May
Aldenharn	28th April	21st May

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.

Agents.

## DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haiyang	A. E. Hodgins	FRI. 23rd Apr. at 1 p.m.
Hailan	J. W. Evans	TUES. 27th Apr. at 1 p.m.

FOR AMOY AND FOOCHOW.

Haiching	W. C. Passmore	WED. 21st Apr. at daylight.
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FOR SWATOW.

Haiching	W. C. Passmore	SUN. 18th Apr. at 10 a.m.
Haimun	A. H. Stewart	WED. 21st Apr. at 1 p.m.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Lapraik & Co.,

General Managers.

## LOG BOOK.

Freight Rules for New York Harbour.

Representatives of railroads, manufacturers, shippers, forwarding agents, steamship companies, and various city Chambers of Commerce met on March 3 at the New York Custom House, at a hearing on the proposed changes in rates, rules, and regulations, for the receipt and delivery of freight in New York harbour. The order had intended to put these new rules into effect on January 1, but the changes were suspended by order of the Interstate Commerce Commission until May 1, pending investigation. Mr. C. V. Burasie, Examiner for the Interstate Commerce Commission, conducted the hearing, and appearances were filed by some thirty carriers and manufacturers. Mr. Frank L. Polk, Corporation Counsel, and Mr. Josiah A. Sover, Assistant Corporation Counsel, appeared for the city. The more important among the proposed changes relate to: Handling charges on freight received from or delivered to lighters, barges, or vessels. Charges for loading or unloading lighters or barges at piers other than those of the railroad companies. Carfloat service. Lighterage of less than carload shipments, received with carload shipments, charges to be assessed. Free lighterage of and transfer in lieu of lighterage on dressed poultry, butter, cheese, and eggs. Reduction in time allowances for removal of freight. Mr. Arthur Hale, general agent of the American Railway Association, was the first witness. He read a statement prepared by Mr. C. O. McKane, chairman of the Truck Lines Association, who was detained in Ottawa as a witness before the Canadian Railway Commission. The witness was quizzed concerning the proposed reduction of the time allowance for unloading domestic freight consigned to New York from ten days to five days. He thought that five days was a liberal allowance, and said that this would release cars for use elsewhere, and would expedite traffic. Mr. J. O. Lincoln, a lawyer representing commercial interests, sought to show that conditions here were different from those in other cities and required a longer time allowance.

New British Submarines.

The British Admiralty has just commissioned a new type of submarine, which is to be known as the "W" class. There are four of these vessels, and they have been designed and built at Armstrong's works since the war began. The latest vessel to be sent to sea is W8, but W1 would appear to have been in commission for some time, and it is not quite clear whether there are eight or four of the type afloat. The new class is for some reason styled by the English papers "Mysterious Secret Submarines," but, excepting for the fact that they have been built and designed at Elswick, and that no details have been made public, there is not much mystery about them. Another new type of underwater-craft, known as the "S" class, with a speed of 18 knots on the water, has been built and designed at Scott's yard at Greenock, and has been in commission for about a year, but as all submarines take a good deal of "knowing" before they take an active part in warfare we have not yet heard of any of their adventures afloat. The two big submarines of the Swordfish type are now attached to Sir John Jellicoe's flagship, the Iron Duke.

New C. P. R. Ship.

The Metagama, the new ship in the Atlantic service of the Canadian Pacific, reached Liverpool on 3rd inst. from Glasgow, having attained a speed of 17 1/2 knots over a measured mile on her trial trip on the Clyde. Amongst others on board were Mr. G. McLaren Brown, European manager of the C.P.R., Major Maitland Kersey, Sir John Biles, and Messrs. H. S. Carmichael and T. McNeil.

Oysters, Fresh, Fried or Stewed  
Pindon Haddock, Kippers &c.  
ALEXANDRA CAFE.



## SHIPPING

INDO-CHINA STEAM  
NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).

For	Steamship	On
MANILA	Yuensang*	Sat., 17th Apr. at 3 p.m.
SHANGHAI via Swatow	Cheongsang*	Tues., 20th Apr. at d'light
TIENSIN via W'wei	Cheongsang*	Tues., 20th Apr. at d'light
S'PORE, P'ang & C'outta	Lalsang*	Wed., 21st Apr. at 3 p.m.
S'HAU, Y'hama, Kobe, Moji	Kumsang*	Thur., 22nd Apr. at d'light
MANILA	Loongsang*	Sat., 24th Apr. at 3 p.m.
HAIPHONG	Taksang	Ved., 28th Apr. at 10 a.m.

## Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai, and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatsing" and "Kumsang," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

\* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze

Ports, Chefoo, Tientsin, Dalny, Weihaiwei.

‡ Taking cargo on Through Bills of Lading to Kudat, Lahad

Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage.

Apply to JARDINE, MATHESON &amp; CO., LTD.

Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM  
PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

"SHIRE" LINE SERVICE—HOMEWARD.

For	Steamer	Date of Departure
LONDON	Carnarvonshire	20th April.
LONDON	Monmouthshire	5th June.

## TRANS-PACIFIC SERVICE.

REGULAR SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON &amp; CO., LD.

Telephone No. 215 Sub. Ex. No. 9. Agents.

## BRITISH INDIA S. N. CO., LTD.

## NEW SERVICE OF STEAMERS BETWEEN

Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to

JARDINE, MATHESON &amp; CO., LD.

Telephone No. 215. Agents.

THE TAIKOO DOCKYARD  
& ENGINEERING Co. OF  
HONGKONG, Ltd.  
TAIKOO DOCKYARD,  
HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS, FORGEWORKERS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34' 6"

Pumps empty Dock in 2 3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-HEAD CRANES throughout the Shops, ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

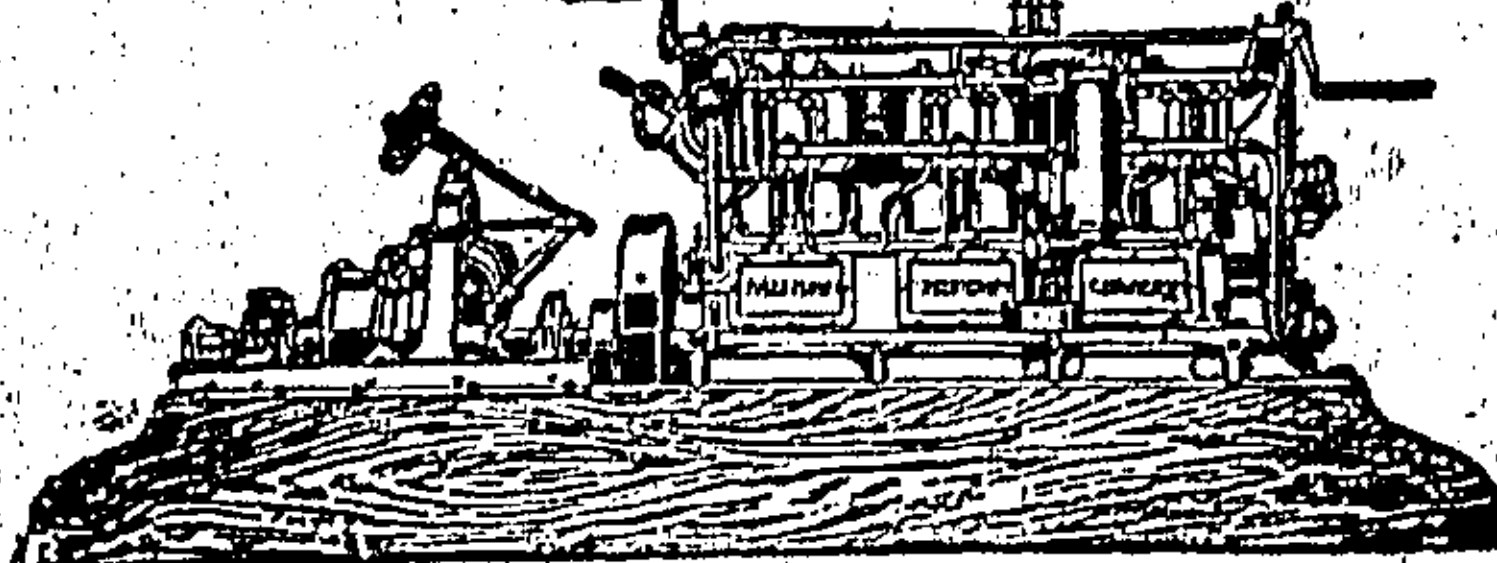
AGENTS for:—

JOHN I. THORNYCROFT &amp; CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2

150 B. H. P.

As supplied to the British Admiralty & War Office.



C.G. type Motor and Reserve Gear.

B.H.P. Paraffin 70, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN

BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE

CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING AND LIGHTING SETS, MOTOR

VEHICLES, etc.

Dockyard Manager

11 a.m. to 12 noon at the Town Office.

BUTTERFIELD &amp; SWIRE.

HONGKONG, CHINA AND JAPAN, AGENTS.

Telegraphic Address: "TAIKOODOCK"

TELEPHONE No. 771.

## VESSELS LOADING.

## EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
Marseilles via Ports	E. Simons	M. M.	17, Apr.
M'les, L'don via S'pore etc.	Yasaka M.	N. Y. K.	22, Apr.
London via Usual Ports of Call	Malta	P. & O.	23, Apr.
L'don, via S'pore, P'ang, C'bo, &c.	Nore	P. & O.	28, Apr.
Marseilles, London & Liverpool	Kalomo	B. L. L.	10, May

## NEW YORK, SAN FRANCISCO AND CANADA.

New York via Suez Canal	Indradeo	S. T. Co.	25, Apr.
San Francisco via M'la & Japan &c.	Nippon M.	T. K. K.	27, Apr.
New York via Panama Canal	B. Castle	D. & Co.	E. of A.
Vancouver via S'hai & Japan etc.	Monteagle	C. P. R.	1, May
San Francisco via Manila & Japan &c.	Mongolia	P. M. Co.	4, May
M'la, B.C. & S'ha via K'lung &c.	Sado M.	N. Y. K.	4, May
Mexican, Peruvian and Chile			
Ports via Japan	Seiyo M.	T. K. K.	11, May
New York via Suez	Inveric	B. L. L.	14, May
San Francisco via Manila & Japan &c.	Persia	P. M. Co.	18, May

## AUSTRALIA.

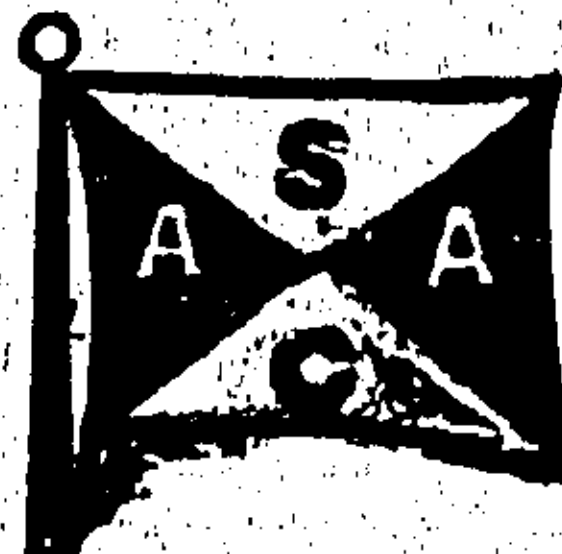
Australian Ports via Manila	Nikko M.	N. Y. K.	16, Apr.
Australian Ports via Timor	Empire	G. L. Co.	19, Apr.

## SINGAPORE, COAST PORTS AND JAPAN.

S'pore, P'ang, R'goon & Calcutta	Hakata M.	N. Y. K.	17, Apr.
Shanghai	Kanchow	B. & S.	18, Apr.
Shanghai, Kobe & Yokohama	Cordillere	M. M.	19, Apr.
Shanghai, Kobe and Yokohama	Nera	M. M.	19, Apr.
Singapore, Penang & Calcutta	Itola	D. S. Co.	20, Apr.
Shanghai, Kobe and Yokohama	Fushimi M.	N. Y. K.	20, Apr.
Tientsin via Weihaiwei	Cehing	J. M. Co.	20, Apr.
Haiphong	Sungkiang	B. & S.	20, Apr.
Shanghai	Sardinia	P. & O.	22, Apr.
Shanghai, Kobe and Yokohama	Fushimi M.	N. Y. K.	22, Apr.
Delagoa Bay, D'ban, E. L'don &c.	Gujarat	B. L.	23, Apr.
Bombay via S'pore, Port S'ham, Penang & Colombo	Nio M.	O. S. K.	28, Apr.
S'hai, Moji, Kobe and Yokohama	Nagoya	P. & O.	3, May
Singapore, Mauritius & South African Ports			
Shanghai	Salamis	B. L. L.	15, June
Shanghai	Ti'panas	J. C. J. L.	Q. desp.
Shanghai	Tijikroem	J. C. J. L.	Q. desp.
Shanghai	Tijkembang	J. C. J. L.	Q. desp.
Batavia, Cheribon, Samarang, &c.	Tijkini	J. C. J. L.	Q. desp.
Japan	Tijlatiap	J. C. J. L.	Q. desp.
Shanghai	Tijmanoeik	J. C. J. L.	Q. desp.
Shanghai	Tijhodas	J. C. J. L.	Q. desp.
Java	Tijliwong	J. C. J. L.	S. half O.

## TO SAIL

## HONGKONG-NEW YORK.



## AMERICAN ASIATIC S.S. Co.

FOR BOSTON &amp; NEW YORK

(With liberty to call at the Malabar Coast).

## The s.s. "INDRADEO"

about end of April.

For freight or information, apply to

SHEWAN TOMES & CO.,  
General Agents.MOVEMENTS OF  
STEAMERS.

## AMERICAN MAIL.

The P. M. s.s. PERSIA arrived at San Francisco on the 25th ult.

The T. K. K. s.s. SHINYO MARU will next leave Hongkong for San Francisco, via usual ports, on Tuesday 11th May, at noon.

The T. K. K. s.s. CHIOYU MARU will next leave for San Francisco via usual ports on Tuesday, the 8th June at noon.

The T. K. K. s.s. NIPPON-MARU which sailed from San Francisco on the 25th Mar. is expected to arrive at this port via Honolulu, Japan Ports & Shanghai on Sunday the 18th inst. at 8 a.m.

## AUSTRALIAN MAIL.

The E. & A. s.s. EASTERN left Sydney for this port on 25th ult. and may be expected to arrive here on or about 18th April.

The A. O. Line s.s. TAIYUAN left Zamboanga for Hongkong via Manila on 15th April, and may be expected to arrive on or about the 21st instant.

The S. L. s.s. ALDENHAM left Sydney for this port on the 9th instant, and may be expected to arrive here on or about 23rd instant.

The S. L. s.s. MONMOUTHSHIRE from London is due at Hongkong on the 17th May and leaves for Japan & Vladivostok on the 19th May.

The S. L. s.s. MERIONTHSHIRE from London is due at Hongkong on the 30th May and leaves for Japan on the 1st June.

The Ben Line s.s. BENAVON from Hull, Middlesbrough & London left Singapore for this port on the 13th instant and may be expected to arrive here on or about 19th instant.

The s.s. SANTHIA from Calcutta left Singapore on the 13th inst. afternoon and may be expected here on or about the 20th inst. day.

The Ben Line s.s. BENRINKES from Middlesbrough & London left Singapore for this port on the 14th instant, and may be expected to arrive here on or about 20th instant.

The s.s. SANTHIA from Calcutta left Singapore on the 13th inst. afternoon and may be expected here on or about the 20th inst. day.

The Ben Line s.s. BENRINKES from Middlesbrough & London left Singapore for this port on the 14th instant, and may be expected to arrive here on or about 20th instant.

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## TO SAIL

CANADIAN PACIFIC  
RAILWAY CO.'S

## STEAMSHIP LINE.

## THE INTERMEDIATE STEAMSHIP

## MONTEAGLE

WILL SAIL FROM HONGKONG FOR

## VANCOUVER

Accepting Cargo and Passengers for Canada, the United States, West Indies, London, etc.

1st May and 3rd July.

Subsequent dates of sailing will be announced later.

Passage Rates:—

VANCOUVER £31; LONDON £43 & £45.

Rates to other points furnished upon application.

For Freight or Passage apply—

D. W. CRADDOCK.

Hongkong, 18th January, 1915.

## ELLERMAN LINE.

## JAPAN, CHINA &amp; STRAITS

TO

## MARSEILLES, LONDON &amp; LIVERPOOL.

For	Steamer	Sails
MARSEILLES & LONDON	Kalomo	10th May.
" " " "	City of Newcastle	20th May.

Subject to change without notice.

For rates of freight and further information apply to

Hongkong, 16th April, 1915.

## THE BANK LINE, LTD.

General Agents.

## CONSIGNEES

## AMERICAN &amp; ORIENTAL

## LINE.

## NOTICE TO CONSIGNEES.

## FROM NEW YORK.

## THE Steamship

## "INVERIO"

## having arrived, Consignees of

## Cargo are hereby informed that

## all goods are being landed at

## their risk into the Godowns of the

## Hongkong and Kowloon Wharf

## and Godown Co., Ltd. from

## whence delivery may be obtained.

## No claims will be admitted

## after the Goods have left the Go-

## dows, and all goods remaining

## undelivered after the 21st April,

## will be subject to rent.

## All claims against the steamer

## must be presented to the Under-

## signed on or before the 28th April

## or they will not be recognised.

## All broken, chafed, and

## damaged Goods are to be left in

## the Godowns, where they will

## be examined on the 21st April,

## at 9.30 a.m.

## No Fire Insurance has been

## effected.

## Bills of Lading will be counter-

## signed by

## THE BANK LINE, Ltd.,

## General Agents.

## Hongkong, 14th April, 1915.

## CONSIGNEES

From SHANGHAI, YOKO-

HAMA, KOBE & MOJI.

NOTICE TO CONSIGNEES.

THE Steamship

"ITOLA,"

having arrived from the above

ports, consignees of cargo, are

hereby informed that their goods

will be delivered from alongside.

Cargo impeding the discharge

will be landed at consignees' risk

and/or extra hazardous Godowns

of the Hongkong and Kowloon

Wharf and Godown Company

Limited.

No Fire Insurance has been

effected.

Bills of Lading will be counter-

signed by the undersigned.

DAVID SASSOON & CO., LTD.

Agents.

Hongkong, 15th April, 1915.

## TO SAIL.

## THE INDRA LINE Ltd.

For Boston & New York,

via Suez.

For Freight, Passage, and

Further Particulars, apply to:—

JARDINE, MATHESON

& CO., LTD.

Agents.

Telephone No. 215, Sub. Ex. No. 9.

Hongkong, 23rd February, 1915.

## HONGKONG &amp; WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.



# THE HONGKONG TELEGRAPH.

## EXTRA

HONGKONG, SATURDAY, APRIL 17, 1915.

### SOME WAR REFLECTIONS.

#### AN INTERESTING ANALYSIS OF THE SITUATION.

##### Submarine Aggression: an American View.

[Below we give an article which recently appeared in the *American Review of Reviews* under the heading "The War's New Alignments." The author is Mr. Frank H. Simon, whose commentaries on the war have secured world-wide notice.]

I. New Horizons.  
Viewed from the military side, February was for Germany the most brilliantly successful month since October, when she took Antwerp and approached the very walls of Warsaw. Eastward her victories over the Russians were as complete in Bukovina as in East Prussia, and her armies brought new life to Austro-Hungarian efforts in the Carpathians. Only the defeat of a naval raid directed at the British coast and the loss of the Blücher gave Berlin cause for regret.

Yet the solid and splendid triumphs of German arms had for the world less meaning than the official declarations which by their very defiance of international practice and neutral rights seemed to emphasise how serious for Germany had become the question of her food supply and how terrible was the advantage of sea power possessed by her most relentless and most hated enemy, England.

Napoleon, having conquered at Austerlitz and Jena and become temporarily master of Europe, had sought to crush British commerce by his famous Berlin and Milan decrees, the first of which proclaimed that the British Isles were in a state of blockade; the second declared that any ship which touched a British port was liable to be seized and treated as a prize. Germany, still holding Belgium, Northern France, Western Poland, in February struck at England with the proclamation that the waters about the British Islands were a war zone in which neutral ships would be exposed to attack and destruction by German submarines without the formality of search.

To her foes such a declaration could only mean that Germany foresaw the coming of a time when her own food supplies would fail. This view was further confirmed by an earlier official decree which placed all grain supplies in Germany under the control of the government. Taken together these two acts were accepted as a confession that Germany feared defeat by starvation unless she could break the iron ring about her. To do this she must compel the British to raise the embargo on food supplies, and her only weapon was the submarine, by which she might hope to intercept food ships bound for Britain and by compelling the English to suffer from food shortage, force the abolition of the food blockade.

As to English ships, Admiral von Tirpitz had, in January, frankly proclaimed a policy of submarine aggression which contemplated sinking ships and crews and thus conduct a reign of terror on the high seas. In February the campaign opened not by sinking crew and ship but by torpedoing several ships at the very mouth of the Mersey and setting their crews ashore. Such a course must and did provoke unfavourable criticism among the neutrals, but to extend this policy to neutral ships was to open new horizons, was a frank confession that the German campaign to win sympathy abroad had given way to a stern necessity to make war as terrible as

possible for the foe even at the expense of neutrals.

This policy, too, was of utmost interest to Americans, because it was, after all, aimed chiefly at American ships, likely to be the bearers of supplies to the British Islands. What Germany actually sought was not to shut off American ships from England, but by threat to compel Americans to urge Great Britain to remove its embargo on food for Germany, carried in neutral bottoms, and, if this request was refused, to prohibit the shipping of arms and supplies to the Allies. By this time the campaign of German-Americans to have the American Congress prohibit the exportation of arms and ammunition to belligerents had failed, and the quantity of ammunition flowing from the United States to the allies, and particularly England, had become enormous.

A discussion of the American policy as revealed in the note to Germany and the similar note to Great Britain, evoked by the use of the American flag by British passenger steamships, is outside the field of this review. But the condition of the German mind and the causes for the German action are of obvious pertinence, supply the salient detail of the war in February and these will be discussed briefly after the progress of the operations East and West has been reviewed.

#### II. Politics and Strategy in the East.

In December and early January Austrian disaster had for the second time given the world reason to believe that a collapse of the Dual Empire might change the whole face of the conflict. While Russian armies again passed the central and eastern Carpathian passes other forces swept Bukovina and approached Transylvania. The occupation of the crownland was a fair invitation to Roumania to join the conflict on the Russian side and receive Bukovina as a bribe and Transylvania as a reward for participation.

For Germany the problem was promptly set to protect Hungary, grown impatient through disaster, and anxious because of impending attack from Serbia, from Galicia and Bukovina, and because of the possibility of Roumanian hostility. The resignation of Berchtold and the selection of Burian were evidences that within the Empire Hungarian apprehensions were recognised. The visit of Count Tizla to the Kaiser was a sign that Germany had been warned.

This warning Germany received with all possible attention and acted upon with amazing promptness. Thus in January, while the Russian occupation of Transylvania was being discussed, German troops were brought south and concentrated in lower Hungary. Their purpose, it was duly announced from Vienna and Berlin, was a new invasion of victorious but stricken Serbia. Yet a few weeks later these troops appeared in Transylvania, and moved east parallel to the Roumanian frontier, as a warning to the Hohenzollern king of this state that to take Transylvania he must fight the head of the Hohenzollern house.

Under the pressure of these troops Russian armies in Bukovina speedily began to give ground. Step by step they were driven from before the Borgo and Kirilbaba passes, they were cleared out of the foothills of the Carpathians, and on February 17,

when this is written, their retreat has halted at the Sereth River, a few miles south and west of Czernowitz, the Russian frontier, more than two-thirds of Bukovina has been reconquered and the Germans have interposed a wall of troops between the Ozar and his prospective Roumanian allies.

In the same time there came from Budapest new rumours of Russian disaster, of the suicide of a Russian commander, and the capture of the General staff of the defeated army. These rumours were properly discounted, but there remained the solid fact that Bukovina had been reconquered, the invitation to Roumanis to participate in the war had been abruptly cancelled by German arms and from Bucharest there came no more reports of the intervention of the Latin state without delay. On the contrary, there were credible reports of the release of vast stores of grain previously purchased by Germany and Austria, temporarily held up by the Roumanian Government, but now permitted to go north. Patently a military campaign waged for obvious political ends, had succeeded.

Nor did the quieting of Roumania end the success of German policy. A German loan to Bulgaria again stimulated rumours that Ferdinand and his Bulgarian subjects were contemplating an entrance into the war on the German side, were planning to retake Macedonia, to strike at Serbia and Greece, and, by cutting the Orient Railway, shut off the Slav state from Sicily and foreign supplies, and by invading the Valley of the Morava open a road between Berlin and Constantinople and thus unite the central or Continental nations. This rumour was perhaps idle, but it is interesting to note, as it indicates the change in a month from the January gossip of Roumanian attack upon Hungary.

Finally, from Albania came a fresh incursion into Serbia along the marches of the Drina, directed at Priestend and the territory still populated by Albanians but ceded to Serbia and Montenegro by the Treaty of London. Here was new work for the Serbian army calculated to keep it occupied south of the Dapube and away from Bosnia until Germany had dealt with Russian activity in the south-east. Such, briefly summarised, were the purpose and achievement of German arms in Bukovina. Thus promptly and completely the appeal for help made a few weeks before; thus had he justified the affection and esteem in which he had long been held by the Hungarians and silenced the whispers of discontent in Budapest.

#### III. The Battle for the Carpathians.

It was not merely for the saving of Transylvania that Hungary appealed to the Kaiser; even more serious was the menace which a Russian advance across the Carpathians south of Przemysl and Lemberg had for the Magyar State. To explain this campaign it is necessary briefly to describe the military importance of the Carpathians and of the passes which connect Galicia with Northern Hungary.

Looking at the map, it will be seen that the Carpathian range stretches in a wide half circle from the southernmost corner of German Silesia to the frontier of Roumania. On a relief map it will be noted that this great circle is pierced almost at the centre by a wide depression, due south of Przemysl and Lemberg. West of this depression the Carpathians form three separate folds or ridges, from north to south the Western Beskids, the High Tatras and the Low Tatras. East of it the range spreads out with high summits known as the Eastern Beskids and the Forest Mountains. While the High Tatras reach an elevation of nearly 9,000

feet and the summits in the eastern mountains pass 6,000, the elevation of the central depression is well below 2,000 and through several gaps the main roads and railways from Hungary into Eastern Galicia find their way.

Three of these passes have been in the news of the war ever since the Russians entered Lemberg. These are, from west to east, the Dukla Pass, through which goes the main highway from Hungary to Galicia, that reaches the Galician Plain southeast of Tarnow; the Lupkow Pass, through which runs the railroad from Budapest to Przemysl, which joins the southern Galician trunk line at Sanok; and the Uzsok Pass, through which goes the main railway between Vienna and Lemberg and also an important military highway. South of the Uzsok is the Verecke Pass, through which another trunk line goes from Vienna to Lemberg, crossing the southern Galician line at Strij, as the Uzsok line does at Simbour.

By these passes Russian raiding forces descended into the Hungarian Plain along the Tisza river in December, spread destruction and compelled the recall of the Austrian army corps which at that moment were on the point of crushing the Serbian army about Valievo. It was over these four passes that the Austrians in November had come to the relief of Przemysl in the campaign which ended in disaster along the San.

At the westernmost point of their advance the Russians penetrated Hungary to the environs of the city of Kassa, 170 miles from the Hungarian capital, and in January vast throngs of fugitives brought to Budapest evidence of Russian incursion. If Hungarian loyalty to the Austro-German alliance were to be maintained it was necessary for Germany to intervene in the Carpathians as in Bukovina. Once more Germany's resources in men and material were adequate.

Thus, while in January the battle reports spoke of towns in the valleys of the Latorca, the Ung and the Latorca, tributaries of the Theiss on the Hungarian side of the mountains, by February even the Russian bulletins began to concede the presence of Austro-German forces in the upper valleys of the Wisloka, the San, and the Dnieper; that is, on the Galician side of the range. By February 17 the Russians conceded that they had yielded in all four of the passes and had taken their stand on the foothills of the Carpathians on the Galician side and along the southern Galician trunk line, which crosses the lines coming through the passes at Strij, Sambour, Sanok, and Krasno.

In the meantime Przemysl still held out, and by February 15, while German bulletins promised the deliverance of the gallant garrison of this town, now reduced to bareness, but promising to eat shoe leather before they yielded, Russian official statements grudgingly admitted that the garrison was showing new activity.

At the moment these lines are written the Austro-German campaign seems momentarily pausing at the foot of the passes on the Galician side. If the offensive can be pushed home along the roads and railways now partially occupied, the deliverance of Galicia, held since September 1, must follow. But already the whole Russian offensive along the Carpathians from the Roumanian frontier to the Tatra has been halted, thrown back, and cleared out of the important passes. The invasion of Hungary is no longer discussed, the reconquest of Galicia is the question of the hour.

While the Russians have thus been driven out of the Carpathians, they have been checked about Tarnow, fifty miles east of Cracow, which is no longer

threatened with siege. Such, briefly, is German achievement in defence of Hungary, an achievement in which Austro-Hungarian troops shared largely, but for which the chief credit must go to the German.

IV. East Prussia is Redeemed.  
To answer the Austro-German thrust through Bukovina and over the Carpathians the Russians chose to strike at East Prussia. Strategically such a move was advantageous because it meant moving troops a far shorter distance away from Warsaw, which remained the centre of military operations in the whole eastern front. Practically could East Prussia be overrun, the Russian front would be straightened, a great province, a source of food supply to Germany, would be conquered, and ultimately the German position between the Bzura and the Nida in Russian Poland would be exposed to attack in the flank and rear.

Thus, while the main Russian and German armies faced each other west of Warsaw on the lines they had taken when Hindenburg's great offensive against the Polish capital had been halted in December, new armies were directed against the German positions north of the Vistula and south of the Niemen, on a front from Tilsit to Johannisburg, while another force moved down the north bank of the Vistula toward Thorn.

Again it is necessary to glance at the map to grasp the operations. Inside the eastern frontier of East Prussia some fifty miles there extends from north to south between Insterburg and Johannisburg that intricate tangle of water known as the Masuren Lakes, out of which flows the Angerapp River, which joins the Inster at Insterburg to make the Pregel, a stream that enters the sea at Königsberg. In this region Rangenkauff had suffered his great disaster in September at Tannenberg. To this obstacle the Russians had returned in October after defeating a German invasion of Savelki Province at the Battle of Augustowo.

For three months Russian and German forces had faced each other in this region with little or no change of position. Now the Russians undertook to turn the Germans out of their strong position behind the Masuren Lakes by attacking from the north and south; that is, by coming in on the flanks. At the outset this move met with apparent success. Coming west on the solid ground between the Niemen and the Angerapp rivers, the Russians approached Tilsit, took Pilkallen, began to talk again of a siege of Königsberg. At the same time, to the south of the Masuren region, between the East Prussian frontier and the Vistula, they made headway toward Thorn.

In the first week in February, however, Hindenburg countered with terrific force. The first sign was a renewal of the German offensive south of the Vistula and along the Bzura-Kawa front. On this line the Germans began a series of desperate assaults which were announced as a new drive at Warsaw. Petrograd proclaimed the slaughter in these fights the greatest in the whole war, and there were circumstantial reports that the Kaiser himself had been shocked by the sacrifices of life in a forlorn undertaking.

By the second week in this month, however, the truth became apparent. The German attacks had been mere screening movements to cover the withdrawal of troops from their front to East Prussia and very soon Petrograd began to concede defeat and retreat in East Prussia, while Berlin announced a second Tannenberg and the capture of 40,000 Russians. In any event it was clear that by the use of automatics, by again employing the strategic railways along the East Prussian frontier, the Germans

had rushed overwhelming forces into East Prussia, beaten the Russian flanking force between the Niemen and the Angerapp and completely redeemed East Prussia, save for a little corner about Lyck.

On February 17 German troops were advancing eastward all along the front from the Vistula to the Niemen, were across the Russian frontier in many places, and were still driving the Russians back toward their fortresses of Kovno, Grodno, Bialystok, and Ostrolenka; that is, behind the Niemen and the Narow. Seven months after the war had broken out German soil was practically free of Russians, and from the Roumanian frontier to the Baltic, German troops, with the support of their Austro-Hungarian allies, were advancing. It was then, small wonder, that the Kaiser himself should congratulate his armies on achievements which, as he justly said, exceeded all expectation.

In this situation it was conceivable that a German drive at Warsaw from the north, defeated by weather rather than Russian arms in December, might be resumed. But as the Polish spring approached and the roads became impassable, military authorities began to forecast a new German effort in the West, where spring would bring good roads. At the least Germany could not now choose, and in the East the initiative was hers. If Russia had, on the whole, done more than had been expected of her, she had so far failed to harvest decisive results, and was at a standstill.

V. Still the Deadlock in the West.  
While Russia had met with complete failure in the East, while Germany had multiplied armies on the whole front from the Baltic to the Pruth, and won notable triumphs, she had displayed no weakness on the West. Not only had she beaten down all that was left of the much-heralded French offensive in Alsace, retained the ground won along the Aisne before Soissons and about Rheims, and held off the British attack upon La Bassée, but eastward of Rheims, about Souain, she had, on the confession of French official statements, overwhelmed a French detachment and made good her triumph.

In a word, the deadlock in the West was unbroken in February and nowhere was there the slightest indication that the Allies were now making progress, even by inches, toward the liberation of French soil. Reports of the arrival of British reinforcements continued, but military observers, measuring the strength of the British army by the front it still occupied, maintained that as yet there were not more than 220,000 troops of all arms and of all races under the British colours on the Continent.

That the French and English had been able to manufacture heavy artillery to match the Germans was conceded on the sides, and superiority for new British guns was claimed in official statements. That sufficient ammunition was in their hands was suggested by German statements of the discovery of American supplies among the captures. In arms and ammunition the gap between Germany and her opponents had plainly been permanently bridged. In numbers it was attested by many, whose views deserve credence, that the Germans had now less than 1,000,000 on the western front, were outnumbered at least two to one; yet such was the use they made of captured railways that their numbers remained wholly adequate for their task.

In February, too, military observers commented freely upon the growing difficulty of the Allied task. There was no real belief that Germany could again sweep south, no notion that her success could be more than local; what was in the minds of military

critics was the fact that there had been allowed to Germany so many months to fortify her lines behind her front that months, and even several years, might pass before there could be any real hope that Lille, St. Quentin, Maubeuge would be freed from the invader by military operation.

What was in the minds of all observers was the prospect that the defeat of Germany, if it were to be achieved in advance of the slow and terrible attrition of years of conflict, must come from the use of naval power and not by any spectacular or immediate military operation. In September the French and English had attempted to turn the Germans out of France by a flank move to Belgium. This had failed. In December and January a second effort by a general offensive from Switzerland to the sea had failed had resulted in a loss of territory, insignificant but humiliating, in a loss of life all official reports concealed.

Military men paid full tribute to the strength and efficiency of the French army. Whatever its state in August, it was in February fit for any possible task. But until England's new million had come there was small hope for the French of clearing their own soil and there was no mistaking the fact that the month brought with it a depression not equalled since the Battle of the Marne, a depression not revealed in any desire to make peace, but in a new understanding of the terrible sacrifices that were to come, must come before there could be hope of peace.

For the Allies February was a month comparable with the year 1882 in the Civil War, when the American people first began to take measure of the meaning of war and the North began to comprehend the extent of its task. Yet by commercial treaties, by mutual loans, by the general scheme of pooling resources and efforts, Allied statesmen gave new promise of enduring, and Petrograd, now facing defeat, echoed the determination of Paris in early September, to continue until victory was achieved.

#### VI. Germany's Food Problem.

It now remains to discuss the problem of food supply, which in February was revealed by German action to be the chief concern of the Kaiser's ministers. It is perhaps best to approach this question first from the German point of view and then to refer to the meagre guidance given by international law.

For Germany, the first months of the war had settled one thing. As has often been pointed out in this magazine, the chance to conquer Europe vanished at the Marne. The problem that remained was whether Europe could conquer Germany either by military effort or by using seapower to starve the civilian populations of Germany and her Austrian ally.

Six months of effort to conquer Germany earned for the Allies little of real value. In February as in September, Germany occupied practically all of Belgium, much of Northern France, and of Western Poland. The fertile regions of the provinces of Flanders and of the Department of the Nord, the coal deposits of Lens, the iron mines of Briey, the richest industrial regions in Continental Europe, outside of Germany, remained in the Kaiser's hands. To defend his frontiers on alien soil was still possible.

(To be Continued)

Lord Rosebery's Tutor.  
Principal Sir James Donaldson vice-chancellor of the University of St. Andrews, died at St. Andrews. He succeeded Principal Tulloch in 1890 and was knighted in 1907. He was an intimate friend of Lord Rosebery, whose tutor he had been.



# THE HONGKONG TELEGRAPH.

## SECOND EXTRA

HONGKONG, SATURDAY, APRIL 17, 1915.

### CORRESPONDENCE.

[The opinions expressed by the correspondents are not necessarily those of the "Hongkong Telegraph."]

#### THE PEAK TRAMWAYS, LTD.

(To the Editor of the Hongkong Telegraph.)

Sir,—With reference to the notice which the above Company have recently published, of their intention to raise the price of season tickets &c., it may not be generally known to the travelling public that the Peak Tramway Company are bound to carry passengers (European or otherwise) at the following fares:—

- (1) as a first class passenger any sum not exceeding 30 cents.
- (2) as a 2nd class passenger any sum not exceeding 20 cents.
- (3) as a 3rd class passenger any sum not exceeding 10 cents.

The Company have not, as they are bound to do by their Ordinance, exhibited a list of these fares both in the English and Chinese languages, in a conspicuous place at the offices of the Company and inside each of the carriages used on the tramway.

There have been instances where passengers (not being Asiatics) have tendered fares for the class in which they were travelling and the conductors on the cars have refused to allow them to pay anything but a first class fare, and this whether such passengers were travelling 1st, 2nd or 3rd class.

My own case is one in point and I send you herewith copies of correspondence which has just passed between myself and Messrs. John D. Humphreys & Son, the Company's General Managers, which speaks for itself.

I think this is a matter which should be brought before the public, to avoid imposition on the public, and I shall be obliged if you will give the matter due publicity.

Yours etc.,  
STANLEY S. MOORE,  
Prince's Buildings,  
Ice House Street, Hongkong,  
April 17, 1915.

Messrs. John D. Humphreys and Son,  
General Managers,  
Peak Tramway Limited,  
April 16th, 1915.

Dear Sirs,—I travelled down this morning in the 9.10 car from the Peak and tendered to the conductor the sum of twenty cents for a second class ticket. He refused to give me a second class ticket for twenty cents, telling me I must pay first class fare although I chose to travel second class.

I send you herewith twenty cents the amount of the fare which the conductor refused to accept and shall be obliged if you will send me in exchange a second class ticket.

I would suggest, to avoid unpleasantness in the future, that proper instructions be given to the conductors. I also suggest that a list of the tolls be exhibited in a conspicuous place inside each of the carriages used upon the tramway, to comply with Section 23 of the Companies' Ordinance, No. 2 of 1883.

Yours faithfully,  
(sd.) STANLEY S. MOORE,  
Alexandra Buildings,  
Hongkong, 16th April 1915.  
S. S. Moore, Esq.

Dear Sir,—We are in receipt of your letter of 15th instant enclosing 20 cents which has been credited to the Green Car receipts for 15th instant. It is not necessary to send you a ticket as you completed your ride and this letter is sufficient acknowledgment for the 20 cents.

### VOLUNTEER ORDERS.

Corps Orders issued to-day by Lieut-Col. A. Chapman, V.D.

Transfer.—Pte. P. T. Jolyan from Signalling Section to Right Section M.G. Co., dated 16. 4. 15. Leave.—The undermentioned are granted leave of absence as follows:—Sergt. B. W. Bradbury from 16. 4. 15. to 16. 12. 15. Private M. F. Murray from 19. 4. 15. to 19. 4. 16. Private J. Dickson from 28. 4. 15. to 28. 4. 16. Private R. E. St. Amory from 1. 5. 15. to 1. 5. 16. Gunner A. H. Carroll from 1. 5. 15. to 1. 5. 16.

Parades.—Parades for Monday, 19th instant:—Right and Centre Sections M. G. Co. and Civil Service Company, under Officers on duty. 5.30 p.m.—No. 2 Section Artillery Battery—10 pdr. drill with mules at Headquarters. As many members as possible of No. 1 Section Artillery Battery and Left Section M. G. Co. are asked to attend to assist as drivers. Remainder, nil.

Detail.—Units on duty, Nos. 1 and 2 Sections Artillery Battery, Right and Centre Sections M. G. Co. and Civil Service Company, Officers on duty, Capt. W. M. Scott and Lieut. A. E. Wright. Orderly Officer, Lieut. A. E. Wright. Orderly Sergt., Corpl. W. Brown. To furnish Guard:—7 p.m. to-day to 7 a.m. to-morrow, Nos. 1 and 2 Sections Art. Batty. 7 a.m. to 7 p.m. to-morrow, Right Section, M. G. Co.; 7 p.m. to-morrow to 7 a.m. 19th inst., Centre Section M. G. Co.; 7 a.m. to 7 p.m. 19th inst., Nos. 1 & 2 Sections Art. Batty.; 7 p.m. 19th to 7 a.m. 20th inst., Civil Service Company; 7 a.m. to 7 p.m. 20th inst., Centre Section M. G. Co.; 7 p.m. 20th to 7 a.m. 21st inst., Right Section M. G. Co.

As regards list of tolls, same will be put up in each car to comply with Sec. 23 of Ordinance 2 of 1883.

As regards instructions to ticket collectors, that is a matter for us to decide. During the twenty five years we have been general managers we have only known of one other case where a well-to-do European paid any other but a first class fare.

Yours faithfully,  
Peak Tramways Co., Ltd.  
(sd.) JOHN D. HUMPHREYS & SON,  
General Managers,  
Messrs. John D. Humphreys and Son,  
General Managers,  
Peak Tramway Limited,  
16th April 1915.

Dear Sir,—I am in receipt of your letter of to-day's date, the contents of which I note.

The last paragraph of your letter is entirely uncalled for—whether I am a well-to-do European or not is not for you to judge. I suggest you should have kept to the point at issue instead of indulging in personalities.

Yours faithfully,  
(sd.) STANLEY S. MOORE.

### BOXING.

Sir,—In to-day's issue of a morning contemporary, I noticed, to use your own expression, the "Kid's" well-worn challenge. I really think that some benevolent gentlemen might sport a few dollars and put up a cup to be competed for by veteran pugilists. It is really heart-rending to read the "Kid's" appeals to any boxing promoter who might care to risk the name appearing on his bill.

If only Marriott could, if it were possible, sit at the ring-side during the time that he is in the ring giving an exhibition, I really think that he would willingly quit from the boxing circle.

By the way, has that young lad left who issued the challenge some few weeks ago to any feather or light-weight in the Colony?

Yours etc.,  
MULHUM IN PARVO,  
Hongkong, April 17, 1915.

### P.W.D. OFFICIAL'S DEATH.

Mr. W. Dobbs Drowned in Australia.

It is with extreme regret that we hear of the death of Mr. William Dobbs, Building Overseer of the Public Works Department, who was expected to arrive in the Colony shortly from leave. Mr. Dobbs has been spending his holiday in Australia and New Zealand, and on March 18, while bathing in the surf at Manly, New South Wales, ventured beyond the safety flags when a strong current was running, and was drowned.

The deceased official was in his 48th year and entered the P.W.D.'s Service in 1902, arriving in the Colony in January 1903. The following account of the tragedy, from a Sydney paper, may interest our readers:—

"A surf tragedy occurred at North Steyne, Manly, about 5 o'clock yesterday afternoon, when a bather William Dobbs lost his life.

"The current at the North Steyne bathing area was bad yesterday, and the bathers in the water at the time of the drowning had been warned by the bathing inspector to keep well within the flags. Dobbs, however, went some distance outside the danger flags. He was noticed by Bathing-attendant Huckle to be in trouble, and the alarm was raised. Several members of the North Steyne Surf Club were watching on the beach, and one of them, Albert Anderson, of Smith-street, Manly, donned the belt and dashed in after Dobbs, who was being carried far out. L. William and George Morgan followed to assist. Dobbs did not appear to make much of a struggle, and sank before the lifesaver could reach him. He soon rose, and was seen floating again in a few minutes. When the boat man reached him, he was unconscious. On being brought back to the shore, over means of resuscitation was tried by the surf club members, and Dr. Devlin, who was on the spot, but after an hour's hard work it was found to be unavailing.

"Dobbs' body was taken by the Manly police to the Manly Cottage Hospital morgue. As far as the local police could ascertain, he had no friends or relatives in the State. The unfortunate man only arrived in Manly four days ago. He was a visitor to New Zealand and Australia from Hongkong, China, enjoying a holiday leave, and is understood to have occupied a high position in the Public Works Department of that colony, as he carried credentials to the Government of New Zealand."

### MARINE INSURANCE REPORT.

The report of the British and Foreign Insurance Company, Limited, for which Messrs. Butterfield and Swire are agents, show that the Underwriting Account for 1913, now closed, has resulted in a profit of \$78,514 3s. 10d. The Interest Account for the year 1914 is \$70,731 15s. 11d.

The combined result amounts to \$158,245 19s. 9d., which, with the balance of \$122,351 7s. 4d. brought forward from last account, leaves to the credit of Profit and Loss Account \$280,597 7s. 1d.

An interim dividend of 10s. per share, less income tax, having been paid in July last, it is now proposed to pay a dividend of 12/6 per share, less income tax. After providing for dividend, and income tax on profit there will remain a balance of \$203,085 9s. 7d. at the credit of Profit and Loss Account.

The Premiums for the year 1914 amount to \$495,343 0d. 5d. and the claims settled to \$131,405 0s. 5d., leaving a nett balance, after deducting expenses, of \$311,858 15s. 0d.

### TO-DAY'S LATEST WAR TELEGRAMS.

#### ENGLAND AND THE BAGDAD RAILWAY.

##### Lord Curzon's Important Speech.

[Reuter's Service to The "Telegraph."]  
German Influence in Persia; to Disappear.  
April 15, 8.55 p.m.

Presiding at a lecture, the subject of which was Bessarab and Shat-el-Arab, Lord Curzon said, that when the time came for the fate of these regions to be considered, the voice of India would have to be consulted. The regions cannot be left under the futile and inept dominion of the Turks. The population was Arab with whom our relations were always most friendly.

Therefore efforts should be made to detach them from the Turkish cause. Furthermore these regions must never again be allowed to become the scene of the political intrigues of unfriendly powers. German influence must disappear.

With regard to the Bagdad railway, Lord Curzon said it was built by Germany to further her political interests but in future it would have a different character and aims, namely to benefit the country itself.

The speaker paid a tribute to the gallant behaviour and splendid services of the troops in the Persian Gulf.

### LANGKAT OUTPUT.

Messrs. Wright and Horaby advise us that the Langkat output for the current month is as follows:—

April	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	254	239	242	233	273	256	238	244	269	273	370	238	269	211	268	295
Total to 16th inst.	4,172															
Daily average	280.7															

### VOLUNTEER RESERVES.

Orders issued to-day by Major Wakeman, Commanding H. K. V.R., state:—

Parades.—A. B. & C. Companies, with the exception of the men who were on duty with the Main Guard during the week ending 10-Jay, will parade at Volunteer Headquarters at 5.15 p.m. on Tuesday April 20th. Dress drill order. A. B. & C. Companies will parade in the road between the Law Courts and the Cricket Ground at 5.15 p.m. on Friday April 23rd. Dress drill order. D. Company will parade under Co. Sgt. Major Cooke at Volunteer Headquarters at 5.15 p.m. on Wednesday April 21st. Dress drill order. Recruits will parade under Co. Sgt. Major Bond on the Cricket ground at 5.15 p.m. on April 19th, 21st, 22nd, and 28th, dress drill order.

Promotion.—Pte. F.H. Thomas is promoted Lance Corpl. vice L. Opl. A. Lambelen transferred to "D" Company.

Postings.—Pte. A. Derby is posted to A. Coy. Section 4. Pte. H. W. Bird, W. O. Jack and H. Summers are transferred to D. Company.

### Consul's Visit.

Mr. G. W. Pearson, H.B.M.'s Consul at Hsinchow, arrived yesterday by the a.s. Wanchow, being accompanied by Mrs. Pearson.

Serious Allegations.  
A woman has been found dead at Ty-Tam, and it is alleged that her husband brought about her death by striking her with a blunt instrument. It is further alleged that the man was a gambler and his wife reproached him for what he had been doing and he took up something and struck her with it, also that he tried to arrange her funeral, saying that she had died from fever with them.

### THEATRE ROYAL.

Last Night's Performance of "Nobody's Daughter."

The excellent fare provided last night by the Howitt-Phillips company should have drawn a larger house. The piece was "Nobody's Daughter," which tells of the fortunes of one Honora May—a young lady of uncertain origin. This by no means easy part fell to Miss Doris Phillips, who made the position very real to the audience. Brought up in more or less humble circumstances, till the age of nineteen, she is suddenly removed to wealthy surroundings by persons interested in her welfare—those surrounding being the domestic circle of the lady who ultimately proves to be her mother. Honora has already betrothed herself to a young workman, which fact at once presupposes awkward complications. These, in due course are set right, but not before the secret of the girl's parentage has unfolded itself. Miss Gertrude Godart, as the mother, played in her accustomed brilliant style and interpreted beautifully the terrible case of the woman of wealth and settled position who has suddenly to own to an indiscretion of twenty years before.

Mr. Howitt, as this lady's husband, was, as usual, extremely good—the benevolent old "uncle" at one end of the role and the embittered and disillusioned husband at the other. The other parts were correspondingly well done—namely those of Mrs. Torrens (Miss Lillian Rowland), Christine Grant (Miss Lillian Stanbridge), Colonel Torrens (Mr. Carl Lawson), and Will Lennard (Mr. Jack Elagert).

To-night the company performs Judge Parry's "What the Butler Saw."

### Lines on the War.

Proud England mourns her  
sons.  
Who have fallen in this accursed  
War,  
But be not daunted nor  
dismayed:  
Though thy on-mies far outnumber  
thee,  
Thou wilt the conquerors be  
ere long.  
And England's King, will  
glory,  
In his warrior sons  
And bind the laurel wreath  
around  
The brows of those who come  
to lay  
The trophies of their hard  
earned fight.  
At the feet of their beloved  
King,  
Whose good heart yearns with  
feeling  
Of great sorrow for his Em-  
pire's woes,  
But warms to gladness for his  
people's joys.  
Go! fight for right, for country,  
and for King;  
And the good God who loveth  
right  
Will give thee victory soon.  
Then will the victor's shout  
resound,  
From North to South, from  
East to West,  
And Peace will reign  
Once more on all the earth.  
ANNE BOWDLER,  
The Peak, Hongkong.

Christian Union.  
The Rev. J. K. Macdonald will speak at the meeting of the Hongkong Christian Union at Ying Wah College, 87, O'Connell Road, on Monday next at 5.30 p.m.

Gamblers.  
At the Police Court, this morning, seventeen gamblers from Lower Lascar Row were each fined \$2.

### "A CERTAIN NERVOUSNESS."

How German Trenches Were Mined at Beaurains.

Paris, February 28. — Under the heading of "An Episode of Mine Warfare," an official note issued this evening gives an account of the recent affair at Beaurains, near Arras. The following is the narrative:—

It is in its present form the war on the western front is no longer characterised except in rare instances by the shock of great masses, it is marked from day to day by operations in detail, such as destruction by mining or by artillery, coups de main, and offensive reconnaissances. He who, by his activity, is able to forestall his adversary, acquires an indisputable moral ascendancy by keeping him exposed to a constant menace. The operation recently carried out at Beaurains, south-west of Arras, presents a characteristic example of such actions. Artillery, engineers, and infantry co-operated. Our losses were insignificant and the results gained undeniable. The object was to wreck the enemy's works in the brickfield of Beaurains, and reconnoitre his system of defence.

Sapping brought us in the first instance to the buildings of the brickfield. Five sapsheads with mines were prepared, very powerful explosives being employed. When everything was ready our heavy artillery and our sappers opened fire in order to give the enemy the impression that we were about to attack him; and thus induce him to man his trenches.

### A Successful Ruse.

Their fire was at the same time designed to prepare the way for the sappers, to whom the work of reconnaissance had been entrusted. At the end of the afternoon the sapsheads were exploded. The whole of a house near the brickfield collapsed, and the brickfield itself was partially destroyed. This damage was continued by our sappers, who, immediately the mines were exploded, rushed towards the enemy's trenches, and crossed without any difficulty the barbed wire entanglements through a breach fifteen to twenty yards wide which had been made by our guns. Posts, wires, everything, had been reduced to atoms. Not a single rifle shot was fired at our soldiers. The brickfield had buried its defenders.

The enemy, thinking that we were about to attack, had, immediately on the explosion occurring, begun to bombard our trenches, and at the same time to sweep the ground behind them with massed fire. Our sappers at the same time saw the reserve running up to replace those who had been annihilated by the mine. They fell back on receiving a few rifle shots. Our artillery, by very violent fire, silenced the enemy batteries, and the Germans did not venture to come out and repair the breach in their wire entanglements, doubtless fearing the explosion of other mines.

Since this affair their infantry in this sector has betrayed a certain nervousness.—Reuter.

### Sent to Hospital.

A Chinese has been sent to the hospital suffering from injuries said to have been caused by a fall of stones in the Roman Catholic cemetery.

### Kidnapping Case.

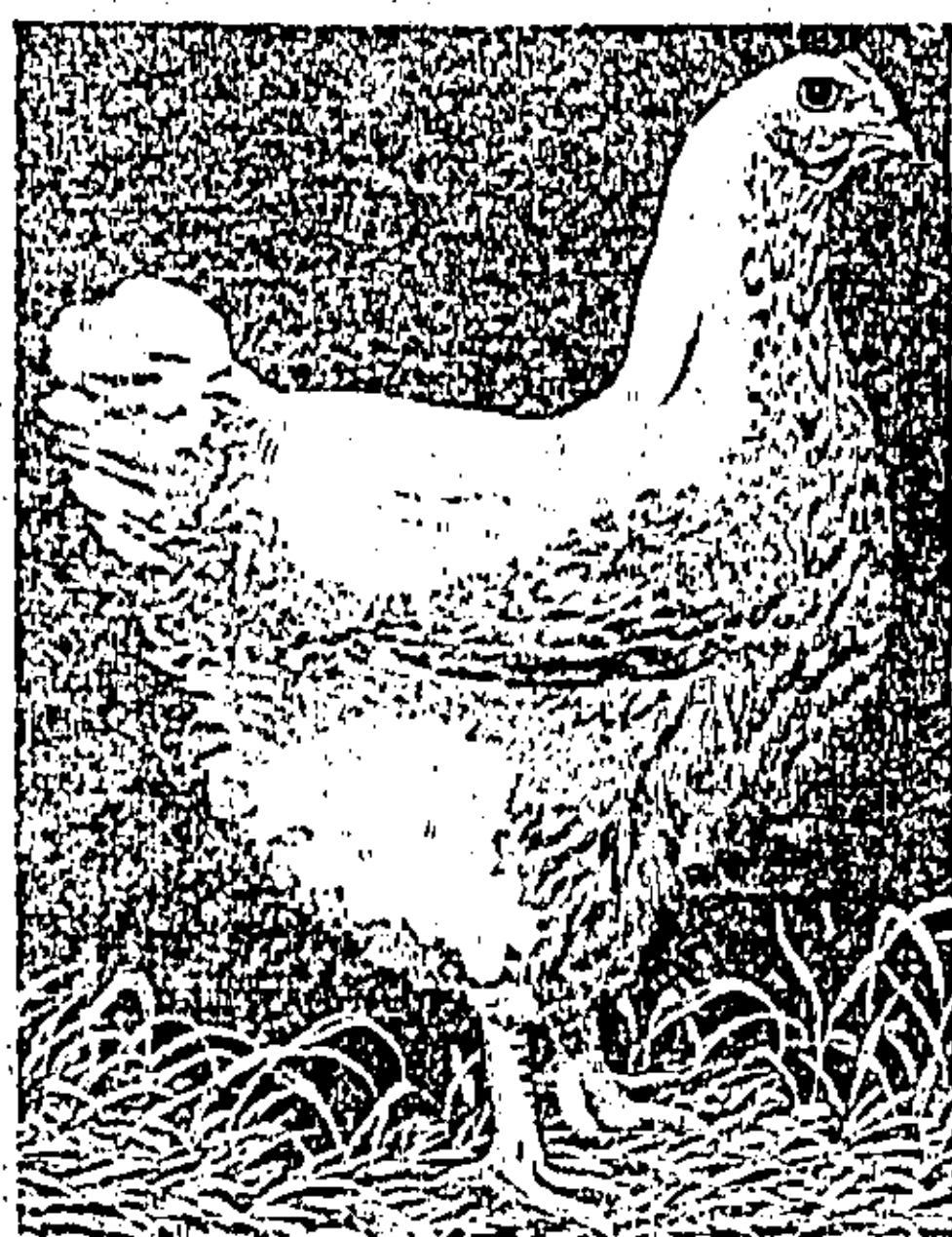
The alleged kidnapping of a child was partly investigated at the Police Court, this morning, the case being remanded.







# DAIRY FARM NEWS.

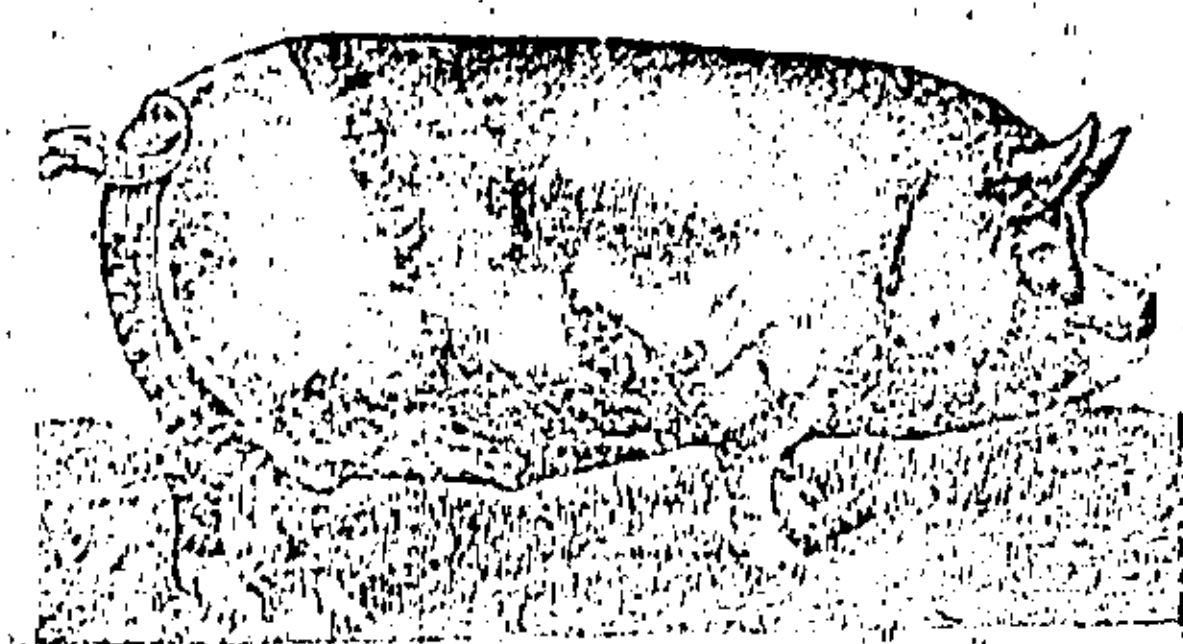


**YOUR AND YOUR FAMILY'S HEALTH  
DEPEND IN A GREAT MEASURE ON THE QUALITY AND  
PURITY OF THE FOOD YOU USE.**

**HAVE YOU CONSIDERED  
THE ABSOLUTE NECESSITY OF HAVING YOUR**

**FRESH MILK,  
BUTTER MEATS,**

**ETC., ETC.,**



**BEFORE REACHING YOU, HANDLED IN A MANNER  
THAT WILL SAVE YOU ALL ANXIETY?**

**WE MAINTAIN AN EFFICIENT STAFF UNDER STRICT  
EUROPEAN SUPERVISION TO ENSURE**

**PURITY AND EXCELLENCE**

**IN ALL BRANCHES FOR THOSE WHO ARE PARTICULAR; AND OUR  
CUSTOMERS ARE MOST PARTICULAR.**



## SHARE REPORT.

## COMPARATIVE SHARE QUOTATIONS.

S.—SELLERS SA.—SALES B.—BUYERS N.—NOMINAL

STOCK.	To-day's Closing Prices	Number of Shares	Par Value	Paid Up	1914. Highest	1914. Lowest	1915. Highest. 9th Apr. to now	1915. Lowest. 9th Apr. to now	Last Dividend and Date
Banks.									
H'kong & S'hai Banking Corp.	\$800 s £76 1/4	150 000	\$125	all	855 July.	700 Oct.	800	800	{ £2: 3/- & 5/- bonus at ex 1/9/14 equal to \$27.27 for 1/2 year ending 31/12/14.
Marine Insurances.									
Canton Insurance Office, Ltd.	265 b	10 000	\$250	80	350 Dec.	305 Oct.	365	360	{ Final of \$3 a/c 1912. Interim of \$18 a/c 1913.
North China Ins. Co., Ltd.	180 b	10 000	£15	£5	145 May	133 Jan.	180	175	{ Final of 12 1/2 p.c. making 25 p.c. for 1913.
Union Ins. Society of C'lon, Ltd.	910 s & s.	12 400	\$250	100	847 1/2 April	700 Oct.	\$910	\$905	{ Final of \$20 making \$50 for 1912 and Interim of \$30 for 1913.
Yangtze Ins. Assoc., Ltd.	224 b	12 000	\$100	60	20 April	192 1/2 Jan.	224	224	{ Final of \$15 mak. \$18 for 1913 & Int. of \$3 for 1914.
Fire Insurances.									
China Fire Ins. Co., Ltd.	130 s	20 000	\$100	20	160 July	140 Oct.	130	130	\$9 for 1913
H'kong Fire Ins. Co., Ltd.	380 b	8 000	\$250	50	395 Feb.	368 April	380	373	\$27 for 1913
Shipping.									
China & Manila S.S. Co., Ltd.	54 s	30 000	\$25	all	10 Jan.	5 1/2 Dec.	5 1/4	5 1/4	\$1 for 1905
Douglas Steamship Co., Ltd.	36 1/2 b	20 000	\$50	all	36 Mar.	27 1/2 Nov.	36 1/2	35	\$3 for year ending 30/6/14
Hongkong, C. & M.S.S. Co., Ltd.	22 1/2 b	80 000	\$15	all	29 1/4 Jan.	22 Dec.	22 1/2	22 1/2	{ Final of 40 cts. making 90 cts for year ending 31/12/14.
Indo-China Steam Navigation Co., Ltd.	94 b	{ 60 000 60 000	£5	all	79 Jan.	50 Sept.	94	93	{ Final of 3 1/2 m'king 6 1/2 on preferred shares & 5 1/2 on deferred shares for year 1913.
Shell T'port & Trading Co., Ltd.	91/6 s	3 797 610	£1	all	106 1/2 Feb.	70/- Sept.	91/6	91/6	{ Interim of 1/- a/c 1914 C.No. 23.
Star Ferry Company, Ltd.	36 s	40 000	\$10	all	49 Mar.	40 Nov.	36	36	{ \$1.70 per share and bonus of 30 cents per share for year ending 30/4/14.
Refineries.									
China Sugar Refining Co., Ltd.	112 s	20 000	\$100	all	96 1/2 Feb.	70 Nov.	112	112	\$3 for 1912
Luzon Sugar Refining Co., Ltd.	328 s	7 000	\$100	all	31 Jan.	17 Dec.	28	28	\$3 for 1897
Mining.									
Kailan Mining Admin'tion.	34/- s	1 000 000	£1	all	41/- Feb.	33/6 Dec.	35/-	34/-	{ Final of 5 1/2 % Coupon No. 4. making 10 % for year ending 30/6/14.
Raub Australian Gold Mining Co., Ltd.	33 s	200 000	£1	all	31/0 Jan.	1.90 Nov.	4 1/2	3 3/4	1/2 for 1909
Tronoh Mines Ltd.	32/6 s	160 000	£1	all	39/- Feb.	19/6 Nov.	32/6	32/6	1/- mak. 7/6 a/c 1913
Docks, Wharves and Godowns &c.									
H'kong & K.W. & G. Co., Ltd.	66 s	60 000	\$50	all	89 Jan.	73 Nov.	66	66	\$3.50 for year 1914
H'kong & W'poo D. Co., Ltd.	57 1/2 s	50 000	\$50	all	77 Jan.	53 Oct.	57 1/2	57	\$3 dividend for year 1914
Sh'hai Dock & Eng. Co., Ltd.	53 s	55 700	t. 100	all	60 July	50 Dec.	53	53	Tls. 5 for 1913
Sh'hai & H'kew W. Co., Ltd.	85 s	35 000	t. 100	all	169 Jan.	82 1/2 Dec.	86	85	Tls. 5 for 1914
Lands, Hotels and Buildings.									
Anglo French Lands	194 s	13 000	t. 100	100	—	—	94	94	Tls. 6 1/2 for year ending 29.2.14.
H'kong Hotel Co., Ltd.	118 s	20 000	\$50	50	128 July	120 Dec.	118	118	{ \$2.50 for half year ending 31/12/14.
H'kong Land Investment Co.	110 s	50 000	\$100	all	117 1/2 July	98 Nov.	110	110	\$3 1/2 for year ending 31/12/14
H'phreys Estate & F. Co., Ltd.	68 s	150 000	\$10	all	9 1/4 Jan.	7 Nov.	6.80	6 1/2	45 cents for year 1914
K'loon Land & Building Co., Ltd.	40 b	6 000	\$50	50	35 1/2 Jan.	44 Feb.	40	40	\$3 for 1914
Shanghai Lands	101 s	78 000	t. 50	all	98 Dec.	89 Oct.	101	101	{ Final of 6 p.c. making 12 p.c. for 1914.
West Point Building Co., Ltd.	68 1/2 s	19 500	\$50	all	73 June	66 Feb.	68 1/2	68 1/2	\$2.25 for half year ending 31.12.14
H'kong Central Estates	95 s	10 000	\$100	all	—	—	95	95	\$4.09 for 7 months ending 31.12.14
Cotton Mills.									
Ewo Cotton S. & W. Co., Ltd.	135 b	20 000	t. 50	all	138 July	125 May	135	135	Tls. 12 for year ending 31/10/14
Hongkong Cotton Co.	63 b	125 000	\$10	all	84 Mar.	7 June	63 1/2	63 1/2	50 cents 31/7/08
Kung Yik	12 1/2 b	75 000	t. 10	all	144 Jan.	11 Mar.	12 1/2	12 1/2	Tls. 1.20 for year ending 30/11/14
Laon Kung Mow	85 b	8 000	t. 100	all	110 Feb.	70 May	84	84	Tls. 12 for 1913
Shanghai Cottons	190 b	40 000	t. 50	all	135 Feb.	70 Nov.	90	86	{ Div. Tls. 6. Bonus Tls. 4. Extra (Bonus Tls. 1 year end'g 30/6/14.
Miscellaneous.									
China Borneo Company, Ltd.	11 s	60 000	\$10	all	12 May	10 Dec.	11 1/4	11	\$1.20 for 1913
China Light & Power Co., Ltd.	44 s	50 000	\$5	all	4.90 July	4 April	4 1/4	4	6% for year ending 28.2.06
Do. (Spec. shares)	—	50 000	\$1	all	—	—	—	—	70 cts. for 1914
China Prov't. L. & M. Co., Ltd.	7 1/2 b	125 000	\$10	all	9 Jan.	7 Nov.	7 1/2	7 1/2	\$1.50 for year ending 31/7/14
Dairy Farm Company, Ltd.	34 b	40 000	7 1/2	6	39 June	35 Aug.	34	34	50 cts. for 1914.
Green Island Cement Co., Ltd.	6 1/2 b	400 000	\$10	all	6.90 Jan.	5 Dec.	7	6 1/2	\$1.80 per share for 1913
Hongkong Electric Co., Ltd.	141 b	60 000	\$10	all	49 Jan.	36 Nov.	40	40	Final of \$6 mak'g \$8 for 1914
Hongkong Ice Co., Ltd.	184 b	6 000	\$25	all	217 1/2 July	174 Dec.	190	190	Final of \$1 making \$2 for 1914
Hongkong Rope Mfg. Co., Ltd.	26 1/2 b	60 000	\$10	all	25 June	22 Apr.	26 1/2	26 1/2	{ Final div. of 6d. making 7 1/2 p. per share for 1913.
Hongkong Tramway Co., Ltd.	5.05 b	325 000	5/-	all	13/- July	7 1/2 Feb.	5.10	5	{ Interim of T. 1 making T. 2 a/c 1913.
Langkats	137 1/2 b	250 000	g. 10	all	64 1/2 Mar.	28 Dec.	37 1/2	36	{ 80 cts. on fully paid shares and 8 cts. on \$1 paid shares for year ending 30.4.14.
Peak Tramway Co., Ltd. (Old)	10 s	25 000	\$10	all	10 1/2 Jan.	9 1/4 June	10	10	\$1.50 for 1910.
Do (New)	81 s	50 000	\$10	all	93 cts. Jan.	75 cts. Dec.	81	81	None.
Philippines Ld.	5 s	75 000	\$10	all	—	—	5	5	35 cts. for year ending 31/5/14
H. Price & Co., Ltd.	5 s	12 000	\$10	all	—	—	5	5	\$1.00, per share for year ending 31.12.1914
Societes des Pulpes et Papier-teries du Tonkin	20 s	13 200	\$50	all	—	—	20	20	70 cts. for 1913
Steam Laundry Co., Ltd.	33 1/2 s	20 000	\$5	all	5.00 June	4 Nov.	3 3/4	3 1/2	50 cts. on old shares and 25 cts. on new year shares for year ending 30.6.14
Union Water-boat Co., Ltd.	17 b	27 723	\$10	all	22 1/4 Feb.	17 Jan.	17 1/2	17	\$1. Interim a/c year 31.8.14
Watson and Co., Ltd.	7 s	90 000	\$10	all	8 1/2 April	6.90 Dec.	7	7	
William Powell, Limited.	6 1/2 s	21 000	\$7	all	9 1/4 Jan.	6 1/2 Dec.	6 1/2	6 1/2	
S. O. Morning Post	29 b	6 000	\$25	all	30 June	92 Dec.	29	29	

WRIGHT &amp; HORNBY.

Share and General Brokers

6, Des Voeux Road Central. Tel. address, Rectitude.

CORRECTED TO NOON, APRIL, 17, 1915.

THE TELEGRAPH DOES NOT HOLD ITSELF RESPONSIBLE FOR ANY OF THE ABOVE QUOTATION.

## SHARE REPORT.

Messrs. Wright and Hornby, in their share report dated April 16, state:—  
Our market has been quiet during the past week, but rates have been well maintained.  
For Silver is quoted at 23.9/16 per oz. for ready.  
Exchange on London opened to-day at 1/9 1/2 T.T.  
Banks.—There have been small sales of Hongkong and Shanghai Banks at \$800, and there are further sellers.  
Marine Insurances.—Cantons are firm with buyers at \$365. North Chinas are wanted at Tls. 180. Yangtzes are firm at \$224 ex. 73 ex. dividend. Unions have been booked at \$905 and \$910, closing with sellers at \$910.  
Fire Insurances.—China Fires offering at \$130, after sales. Hongkong Fires have advanced to \$380 buyers, with no sales reported.  
Shipping.—China and Manilla changed hands at \$5 1/4 and are still obtainable. There were sales of Douglas's at various rates between \$35 and \$38, closing firm with buyers at \$36. Hongkong, Canton and Macao Steamboats are quiet but steady at \$22 1/2, Indo-Chinas are firm with buyers at \$23 1/2 cash and equivalent rates forward. Shell Transports are steady at 91/- Star Ferries were done at \$35, closing with buyers at \$35 and sellers at \$36.  
Docks, Wharves and Godowns.—Hongkong and Kowloon Wharves are quiet and without business at \$86. Hongkong and Whampoa Docks are firm at \$5 1/4 buyers. Shanghai Docks are steady at Tls. 53. Shanghai and Hongkong Wharves are quoted Tls. 65 buyers in the north.  
Refineries.—There have been sales of China Sugars at \$112 cash and equivalent rates forward, closing steady at \$112. Luzons are neglected at \$22 sellers.

## EXCHANGE.

T/T	Selling.	1/9 13/16	T/T Marks	Nom.
Demand	1/9 13/16	30 d/s	1/9 13/16	230
60 d/s	1/9 15/16	4 m/s	1/9 15/16	230 1/2
1 m/s	1/10	1/10	1/10	7 1/4 prem.
1/10	78	On Haiphong	78	On Saigon
Private 30 d/s sight	77 7/8	On Bangkok	85	Buying.
T/T Singapore	89 1/4	4 m/s. L/C	110 1/2	4 m/s. D.P.
T/T Japan	136 1/2	6 m/s. L/C	110 1/2	6 m/s. L/C
Demand India	136 1/2	30 d/s. Sney & M.	110 1/2	30 d/s. Sney & M.
T/T Bombay	136 1/2	4 m/s. Marks	Nom.	4 m/s. Marks
Demand Bombay	136 1/2	T/T Calcutta	241	4 m/s. France
Demand Calcutta	136 1/2	Demand Manila	89 1/4	6 m/s. France
Demand Manila	89 1/4	T/T San F'co & N.Y.	43 1/2	Gold Leaf per tael
T/T San F'co & N.Y.	43 1/2	Demand, New York	43 1/2	Sovereign
T/T Java	110 1/2	Bar Silver ready	23 1/2	forward

## SUBSIDIARY COINS.

Chinese	20 cts. pieces	157 1/2	Hongkong	20 cts. pieces	111 1/2
Chinese	10	116 1/4	Hongkong	10	112

## Discount per 100.

Hongkong	20 cts. pieces	111 1/2
Hongkong	10	112

## BANKS

## INTERNATIONAL BANKING CORPORATION

HEAD OFFICE:  
60, Wall Street, New York.  
LONDON OFFICE:  
36, Bishopsgate, E.C.  
BRANCHES:—

BOMBAY. LONDON.  
CALCUTTA. MANILA.  
CANTON. PANAMA.  
CEBU. PEKING.  
COLON. SAN FRANCISCO.  
HANKOW. SHANGHAI.  
HONGKONG. SINGAPORE.  
KOBE. YOKOHAMA.

CAPITAL PAID-UP \$3,250,000  
RESERVE FUNDS \$4,060,000

(U.S. Gold) \$7,310,000  
All kinds of FOREIGN & LOCAL BANKING-BUSINESS transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.

N. S. MARSHALL, Manager.  
Hongkong, 22nd Oct. 1914

## THE

## YOKOHAMA SPECIE BANK LIMITED.

Established 1880.  
Authorized Capital Yen 48,000,000  
Paid-up Capital " 30,000,000  
Reserve Fund " 19,600,000

Head Office.—YOKOHAMA.

Branches:—  
Amoy, Canton, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Peking, Shanghai, Singapore, Tientsin, Yokohama.  
Agencies at:—  
Batavia, Bombay, Calcutta, Cebu, Hankow, Hongkong, Kobe, London, Lyons, Manila, Peking, Shanghai, Singapore, Tientsin, Yokohama.

Interest Allowed on Current Accounts.  
Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO, Manager.  
Hongkong, 15th March, 1915.

## THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE.—LONDON.  
Paid-up Capital £1,200,000  
Reserve Fund " £1,800,000  
Reserve Liability of Proprietors " £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.  
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

Wm. DICKSON, Manager.  
Hongkong, 11th April, 1912.

## THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital £1,500,000  
Subscribed " 1,125,000  
Paid-up " 562,500  
Reserve Fund " 500,000

BANKERS:  
Bank of England.  
London Joint Stock Bank, Limited.

Every description of Exchange business transacted.  
Interest allowed on Current Accounts at 2 per cent per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON, Manager.

## OPIUM QUOTATIONS.

Malwa, New	Feb. 25
Malwa, Old	9.200
Patna, New	9.325 percho.
Patna, Old	9.200
Benares, New	9.050
Benares, Old	8.950

## THE ALEXANDRIA CAFE

Cannot be beaten. If Equalled For Bread, Cakes, Confectionery and meals with Wines & Liquors

Lands, Hotels and Buildings.—There are sellers of Central Estates at \$100. Hongkong Hotels are quiet at \$118. Hongkong Lands were done at \$110 and there are further sellers. Humphrey's Estates changed hands at \$8.80, closing with buyers at \$8.80 and sellers at \$7. Kowloon Lands are wanted at \$40. West Point is steady at \$83 after sales.

Mining.—Raub has again declined to \$34 sellers. Transvaal can be obtained at 32/6. Kailans are on offer at 34/- Langkats were sold at 11. 36 1/2 and Tls. 37, but are firmer at the close with buyers at Tls. 37 1/2.

Cotton Mills.—Hongkong Cottons changed hands at \$6 1/2 and \$6 7/8, closing with buyers at the latter rate. Ewos are quoted Tls. 135 buyers, Internationals, Tls. 82 buyers, Kung Yik, Tls. 12 1/2 buyers, Laon Kung Mow Tls. 85, buyers, and Shinghai Cottons Tls. 90 buyers.

Miscellaneous.—There have been sales of China Borneo at \$11, China Light and Powers at \$41, China Providents at \$7.85, Green Island Cements at \$8 1/2, Hongkong Ropps at \$26 1/2, Low Level Trams at \$5, \$5.05 and \$5.10, and A. S. Watsons at \$7. There are sellers of China Providents at \$7.85, Low Level Trams at \$5.10, and new shares at \$1. Steam Laundries at \$34, A. S. Watsons at \$7, and Wm. Powells at \$6 1/2. There are buyers of China Light and Powers at \$44, Dairy Farms at \$34, Cements at \$6.40, Electricat \$41, Ropes at \$26 1/2, Low Level Trams at \$5 and Union Waterheats at \$17.

## NOTICES.

## PEAK TRAMWAY CO. LIMITED.

## TRAM TABLE.

WEEK DAYS.	EVERY 15 MIN.
7.00 A.M. to 8.00 A.M.	15 MIN.
8.00 A.M. to 9.00 A.M.	15 MIN.
9.00 A.M. to 10.00 A.M.	15 MIN.
10.00 A.M. to 11.00 A.M.	15 MIN.



## NOTICES

GENUINE PAINTS MIXED  
READY FOR THE BRUSH.

IN HANDY POTS OF 7 LBS. NET.

STOCKED IN HONGKONG

in many shades. Tint Cards on application.

These Paints are especially suitable for up-country use,  
for Bungalows, Hospitals, etc., etc.

No thinning with Oil or Turpentine required.

WILKINSON, HEYWOOD &amp; CLARK, LTD.

Alexandra Bldg. HONGKONG BRANCH. Tel. 763.

HONGKONG CIGAR STORE,  
HOTEL MANSIONS

(Lately occupied by KRUSE &amp; Co.)

SOLE AGENTS

FOR THE WORLD-RENOUNDED

IMPERIO DEL MUNDO CIGARS

AND

TH. VAFIADIS'

"CROWN PRINCE" AND OTHER CIGARETTES.  
SUPPLIERS TO LEADING CLUBS & HOTELS.

STOCK OF

CIGARS, CIGARETTES &amp; TOBACCO

to suit the taste of all SMOKERS.

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natural digestive principles which act upon these  
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with ease by persons of all ages.During illness, convalescence,  
and whenever light food and  
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the most valuable Food known  
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## POST OFFICE.

Until further notice on Letters, Boxes  
or Parcels for Belgium, Brazil, Costa  
Montenegro or Malta can be accepted for  
insurance.The services to Germany, Austria, and  
their Colonies, and to the Ottoman Em-  
pire are suspended as are also the Parcel  
Post services to France & Tientsin.A new and revised edition of the Hong-  
kong Postal Guide is now on sale at the  
General Post Office: Price 50 cents per  
copy.

## MAILS DUE.

Siberia, Nippon Maru, 18th inst.

## MAILS CLOSE TO-DAY

Philippine Is.—Per YUENSANG, 17th

inst., 2 p.m.

Straits, Burmah, India via Calcutta—Per

HAKATA M., 17th inst., 4 p.m.

Shanghai, and North China

(Europe via Siberia)—Per

KANGHONG, 17th April, 4 p.m.

(Tientsin-Pukow Service Shanghai Br.

P.O. Wednesday, 21st inst.)

Japan via Moji—Per FUKUI M., 17th

inst., 4 p.m.

Hohow &amp; Pakhoi—Per WENCHOW,

17th April, 4 p.m.

## TO-MORROW.

Swatow, Amoy, and Formosa via Tamsui

—Per DALIN M., 18th inst., 9

a.m.

Swatow—Per HAICHING, 18th inst., 9 a.m.

Halphong—Per SUNGKIANG, 18th inst.,

9 a.m.

## MONDAY, 19th April.

Timor, Australia, New Zealand

Tasmania, via Port Darwin &amp;

New Guinea via Thursday Is.

—Per EMPIRE, 19th inst., 2

p.m.

Wei-hai-wei, Chefoo, and Tientsin—Per

HUICHOW, 19th inst., 3 p.m.

Swatow, Shanghai &amp; North China—Per

CHOYSANG, 19th inst., 4 p.m.

Wei-hai-wei &amp; Tientsin—Per CHEONG-

SHING, 19th April, 4 p.m.

## TUESDAY, 20th April.

Fort Bayard &amp; Halphong—Per HONG-

KON J., 20th inst., 11 a.m.

Philippine Islands—Per CHINHUA, 20th,

inst., 3 p.m.

Shanghai and North China

(Europe via Siberia)—Per

LUCHOW, 20th inst., 3 p.m.

(Tientsin-Pukow Service Shanghai Br.

P.O. Saturday, 24th April)

Amoy and Foochow—Per HAICHING,

20th April, 5 p.m.

## WEDNESDAY, 21st April.

Swatow—Per HAIMUN, 21st inst. noon.

Straits, India via Calcutta—Per LAI-

SANG, 21st inst., 2 p.m.

## THURSDAY, 22nd April.

Straits, Ceylon, Malacca, &amp; U. Kingdom

—Per YASAKA M., 22nd inst.

a.m.

Shanghai, &amp; N. China—Per YINGCHOW,

22nd inst., 3 p.m.

## FRIDAY, 23rd April.

Straits, Burmah, Ceylon, Ade-

laid, Western Australia, In-

dia, Aden, Egypt, and Europe.

(Letters posted in all the Pillar

Boxes in time of the first

clearance will be included in

this contract mail. The parcel

mail will be closed on Thurs-

day, 22nd April, at 5 p.m.—Per

MALTA, 23rd April, 11 a.m.

Swatow, Amoy &amp; Foochow—Per HAI-

YANG, 23rd inst. noon.

Shanghai, North China, Japan

via Nagasaki, Victoria, B.C.

Tacoma, United Kingdom via

Canada, (Europe via Siberia)

—Per TACOMA MARU, 23rd

April, 1 p.m.

(Tientsin-Pukow Service Shanghai Br.

P.O. Tuesday 27th inst.)

## SATURDAY, 24th April.

Philippine Is.—Per LOONGSANG, 24th

April, 2 p.m.

## MONDAY, 26th April.

Philippine Islands, Japan, via

Nagasaki, Honolulu, U. States,

South America, and Canada,

via San Francisco, &amp; U. King-

dom via Canada—Per NIPPON

MARU, 26th inst., 9 a.m.

## TUESDAY, 27th April.

Manila—Per TAMING, 27th April 5 p.m.

Swatow, Amoy &amp; Foochow—Per HAI-

TAN, 27th inst. noon.

## SATURDAY, 1st May.

Straits, Burmah, Ceylon, Ade-

laid, Western Australia, In-

dia, Aden, Egypt, &amp; Eu-

rope—Per E. SIMONS, 1st

May, 11 a.m.

## SHIPPING NEWS.

## ARRIVED.

Daigi Maru, Jap. s.s. 988, S. Sokushigo,  
17th inst.—Halphong, 15th inst. Gen.  
Gen.—O.S.K.Hongkong, Fr. s.s. 739, A. Marguerite, 17th  
inst.—Halphong, 14th inst. Gen.  
Gen.—A. R. Marty.Hakata Maru, Jap. s.s. 3647, N. Kawa-  
buchi, 16th inst.—Moji, 11th inst.  
Gen.—N.Y.K.Luchow, Br. s.s. 1221, D. R. Davies, 16th  
inst.—Shanghai, 13th inst. Gen.  
Gen.—B. & S.Wenchow, Br. s.s. 360, P. R. Panslow, 16th  
inst.—Pakhoi, 15th inst. Gen.—  
B. & S.Selun, Norw. s.s. 885, D. Hovbrenner, 17th  
inst.—Bangkok, 10th inst. Rice.  
—T. & Co.

## DEPARTED.

April 16.

Myongian Maru for Canton  
Cupang for Saigon  
Hiochi Maru for Yokohama via N'anki  
Chiyeon for Canton  
Taki Maru for Chihwang  
Huichow for Canton  
Drufar for Bangkok via Swatow  
Haitan for Foochow via Swatow  
Yawata Maru for London via Singapore  
Taiti Maru for Tacoma via Kuchinotzu  
Kaijo Maru for HaiphongCLEARANCES AT THE  
HARBOUR OFFICE.

April 16.

Kaching for Saigon

April 17.

Nikko Maru for Melbourne via Manila  
Hakata Maru for Calcutta via Singapore  
Jade for Halphong  
Luchow for Canton  
Yuenyang for Manila  
Taiwan Maru for Haiphong  
Nishio Maru for Bangkok  
Jield for Saigon  
Mexico City for Saigon  
Fukui Maru for Moji  
Taishun for Shanghai

## PASSENGERS ARRIVED.

Per s.s. Luchow from Shanghai—Mr &  
Mrs Johnson, Mr & Mrs Pugh, Mr & Mrs  
Treadie.Per s.s. Wenchow from Hohow etc.—  
Mr & Mrs G. W. Pearson.Per s.s. Luchow from Singapore—Mr &  
Mrs Jackson, Mr & Mrs Wendell.Per s.s. Nikko Maru from Japan etc.—  
Dr. J. Hoshida, Messrs S. Yokozumi, S.  
Imamura, Miss C. Imamura, Mrs M. Kana-  
ga, Mr A. Marques, Mrs L. Marques, Miss  
L. Marques, Miss A. Marques.

## PASSENGERS DEPARTED.

Per s.s. Yokohama Maru for Seattle  
etc.—Mr & Mrs V. Thomas, Mrs Rankin,  
Mr & Mrs A. Mountain, Capt & Mrs En-  
marvel, Messrs R. E. Whitney, Baring, Mr  
& Mrs T. H. King.

## PASSENGERS EXPECTED.

Per P. & O. s.s. Nagoya, from London,  
March 20.—Mr D. Muir, Mrs Hunter, Mr  
& Mrs A. K. Taylor and 2 children, Mr and  
Mrs Plesse and child, Mr S. Logan, Mr. H.  
B. Phillips, Mr M. Murphy, Mr Rayner, Mr  
N. Kennedy, Mr M. Connelly, Mrs J. F. Cooke  
& party, Mr E. J. Peet & Mr N. P. Johnson.Per P. & O. s.s. Mooltan, from London  
March 20.—Mr J. J. Oswald, Mr A. E. Mar-  
tin, Mr and Mrs F. C. Kell, Miss Orr & Mr  
J. Hooper.Per P. & O. s.s. Egypt, from London  
April 17.—Mr A. H. Compton and Mr J.  
Foulson.Per N. Y. K. s.s. Fushimi Maru, from  
London March 13.—Miss Ducie, Miss  
Pattish, Mr and Mrs A. W. Heron and two  
children, Mrs. Tucker, Mr Hall, Mr J.  
Multhead, Mr G. Hall, Mr & Mrs Souza,  
de Macedo, Mrs Joseph and Mr Connelly.Per N. Y. K. s.s. Katori Maru, from  
London April 10.—Mr W. A. Sloan and Mr  
J. Sloan.LATEST SHIPPING  
NEWS.

## MOVEMENTS OF STEAMERS.

The P. &amp; O. s.s. SIBERIA arrived at San

Francisco on April 12.

The P. & O. s.s. MONGOLIA sailed from  
Yokohama on Thursday, March 15, and  
will sail from Nagasaki to Hongkong  
direct, omitting call at Manila. She is  
carrying her own mails and is expected to  
arrive at Hongkong on about the 22nd inst.

## WEDNESDAY, 5th May.

Philippine Islands, Australia,  
Tasmania, New Zealand, via  
Port Darwin, and New Guinea.Sailed Thursday, 1st.—Per TAI-  
YUEN, 5th May 11 a.m.Oysters, Fresh, Fried or Stewed  
Findon Haddock, Kippers &c.  
ALEXANDRA CAFE.

## WEATHER REPORT.

On the 16th at 10.45—Slight to moderate  
decrease of pressure, have occurred  
throughout the area. The anticyclone  
is situated in the Pacific to the east of  
Japan, and depressions cover S. Man-  
churia and Indo-China. There are in-  
dications of a fresh increase of pressure  
over N. China.Hongkong Rainfall for the 24 hours  
ending at 10 a.m. to-day, 0.17 inches.FORECAST FOR THE 24 HOURS  
ENDING AT NOON TO-MORROW.

District	Forecast.
1 Hongkong and Neighbour- hood	E. & S.E. winds, moderate to fresh; cloudy, some rain.
2 Formosa Channel	N.E. winds moderate.
3 South coast of China be- tween H.K. and Lamook	The same as No. 1.
4 South coast of China be- tween H.K. and Hainan	The same as No. 1.

China Coast Meteorological Register.

16th April, a.m.

Station	Hour	Barometer	Temperature	Humidity	Wind	Force	Weather
W'atsook	7a	29.83	37	ese	1	0	
Namuro	6a	30.06		o	1		
Hakodate	"	30.05		wsu	1		
Tokio	"	30.08		w	1		
Kochi	"	29.97		sw	1		
Nagasaki	"	29.92		nsw	1		
K'shima	"	29.92		o	3		
Oshima	"	29.93		sw	1		
Yokohama	"	29.95		sw	1		
Ishijima	"	29.93		sw	1		
Bonin Is.	"	30.12		s	1		
Choofoo	"	29.95	46	sw	3	b	
W'haiwei	"	29.98	53	o	1	om	
Shanghai	"	29.93	52	ono	2	b	
Guttsiaff	"	29.99	62	88	e	2	of
Sharp P.	7a	29.99	62	88	e	2	of
Amoy	6a	29.85	69	95	sw	1	o
Swatow	"	29.88	74	90	e	1	dh
Taihu	5a	29.88	72	84	o	0	o
Taiwan	"	29.87	72	80	o	0	o
Koshun	"	29.87	70	80	o	0	b
P'oores	"	29.87	73	80	nsw	2	b
Canton	6a	29.81	78	91	se	2	o
H'kong	"	29.84	75	89	ese	2	odit
Gap Rock	"	29.81		ese	3	o	
Macao	"	30.93	73	96	ese	2	of
W'haiwei	9a						
Pakhoi	"	29.66	75	92	ese	6	of
Phullen	6a	29.72	79	89	sw	4	o
Tourane	"	29.82	79	89	sw	4	o
C. St. J.	"	29.82	79	89	sw	4	o
Aparr	"	29.4	77	79	s	1	o
Dagupan	"	29.53	73	89	0	b	
Manila	"	29.86	73	84	one	1	b
Legapi	"	29.86	73	86	wnw	2	o
Taloban	"	29.84	77	86	n	2	b
Hollo	"						
Surigao	"						
Lavaun	"						

O. W. JEFFRIES, Director.

Hongkong Observatory, April 16.

1 Barometer, reduced to 32 degrees

Fahrenheit on the level of the sea in in-

ches, tenths and hundredths.

2 Temperature, in the shade, in degrees

Fahrenheit.

3 Humidity, in percentage of saturation

the humidity of air saturated with mois-

ture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort

Scale.

State of Weather, b blue sky, o do-

clouded, c drizzling rain, f fog, g

gloomy, h hail, l lightning, o overcast, p

passing showers, s squally, r rain, s snow,

t thunder, v visibility, w dew, wet.

0 Rain in inches, tenths and hundredths

## METEOROLOGICAL.

	Previous		
	Day	On date	On date
	at 5 p.m.	at 6 a.m.	at 5 p.m.
Barometer .....	29.90	29.89	29.85
Temperature .....	78	75	77
Humidity .....	84	89	86
Wind Direction .....	E	ESE	E
"    Force .....	3	2	4
Weather .....	o	odlt	o
Rain .....	—	0.17	—
Highest open air Temperature on the			25th '78